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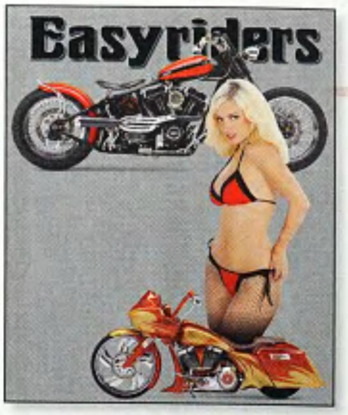

Kevin Mengee's Lucky Badger Indian shot by Dino Petrocelli. Darlin' Danielle shot by Don Rogers. Joe Campbell's Chopp Shop Road Glide shot by Michael Lichter. Cover imaging by Jeff Biggs.

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We love hearing from you! Please send your questions or comments to the editor at **dnichols@easyriders.net**

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APRIL 2014

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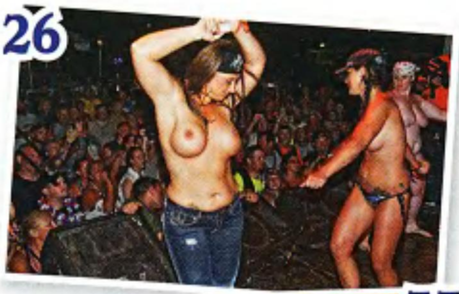

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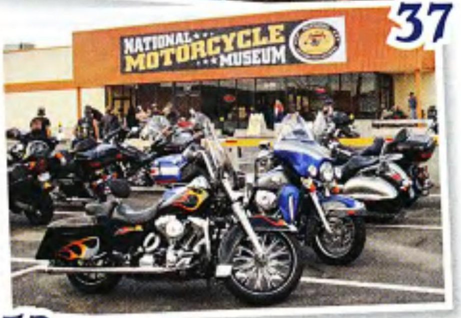

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The Audit Bureau

Artsy Fartsy

A guy said that as a kid he discovered that liquids sucked up through his nose could then be squirted out of his eye, thus his career as an artist began. His "eye paintings" of ink colors splattered out as tears on canvas are offered for sale at $2,400 each. A Chilean artist uses her menstrual blood as a medium by arranging 90 used sanitary napkins in a hoop featuring an apple to symbolize ovulation.

DUIs Worth Mentioning

A woman blew a .216 blood alcohol content reading after an officer witnessed her trying to put a cheeseburger onto her foot as if it were a shoe. A guy who crashed through the front of a Walgreens drugstore calmly exited his vehicle (which was sticking halfway into the building) and went drinking at a bar next door. A man was arrested and the traffic officer told him to call a friend to drive his car home. The man responded by reaching into his pocket and, placing a $20 bill to his ear in an attempt to place a call.

Nice Try

After stopping for drinks at an illegal bar, a Zimbabwean bus driver found that the 20 mental patients he was supposed to be transporting had escaped. Not wanting to admit his incompetence, the driver went to a nearby bus stop and offered everyone waiting there a free ride. He then delivered the passengers to the mental hospital, telling the staff that the patients were very excitable and prone to bizarre fantasies. The deception wasn't discovered for three days.

Oops! Wrong Hose

A man tried to siphon gasoline from a motor home parked on a street by sucking on a hose, but he picked the wrong hose. When the police arrived, they found a very sick man curled up next to a motor home near spilled sewage. The guy admitted to trying to steal gasoline, but he had plugged his siphon hose into the motor home's sewage tank by mistake. The owner of the vehicle declined to press charges and said it was the best laugh he'd ever had.

Sneezing Can Be Risky

If you sneeze too hard, you can fracture a rib. If you try too suppress a sneeze, you can rupture a blood vessel in your head or neck and die. If you keep your eyes open by force, they can pop out.

Ya Just Never Know

A man walked into a Burger King, flashed a gun, and demanded cash. The clerk turned him down because he said he couldn't open the cash register without a food order. When the man ordered onion rings, the clerk said they weren't available for breakfast. Totally frustrated, the gunman left.

There Goes Our Money

In a *New York Times* investigation of saline drips, it was found that while Medicare reimburses $1.07 for a 1-liter plastic bag of saltwater (supplied by a subsidiary of Morton Salt), a hospital in White Plains, New York, charged patients' insurance companies $91 per bag! Rather than charging per bag, other hospitals charge for "IV therapy," for example, $787 for hooking up the drip!

Toilet Peeping

Toilet peeping, one of the more repugnant paraphilias, is when someone sits underneath the seat of public outhouses (sometimes wearing a raincoat) and waits for a user to answer nature's call. A guy pleaded guilty after a woman found him in a privy "standing with his head and shoulders out of the hole, covered in feces." He initially explained that his girlfriend had knocked him unconscious with a tire iron and dumped him there.

A TIDBIT FOR CAMEL LOVERS

When thirsty, a camel can drink 25 gallons of water in less than three minutes.

Enough To Make Your Blood Boil

While Congress struggled recently to pass a budget or an increase in the national debt limit, one program made it through rather easily—farm subsidies for inactive farmers. The subsidies were renewed, based on a 2008 law, virtually ensuring that more than 18,000 in-name-only farmers (who received $24 million last year) will not be cut off. Included were recipients at 2,300 farms that had not grown a single crop in five years, including 622 without a crop in 10 years.

Ow!! That Hurts!

In a protest against Russia's "police state," an artist, in front of tourists at Moscow's Red Square, nailed the skin of his scrotum into cobblestones near Lenin's tomb. He called his stunt "a metaphor for the apathy, political indifference, and fatalism of contemporary Russian society." He was arrested.

A Couch?

A man pleaded guilty to public lewdness for going through the motions of intercourse with a discarded couch on a public street and was placed on probation after his arrest. An off-duty police officer thought initially that he had caught a couple, but upon closer inspection realized that the aroused man's partner was a couch.

Some Newspaper Headlines Worth A Second Look

"Statistics Show That Teen Pregnancy Drops Off Significantly After Age 25"

"17 Remain Dead In Morgue Shooting Spree"

"Girls' Schools Still Offering 'Something Special'—Head"

"Marijuana Issue Sent To A Joint Committee"

"Cow Urine Makes For Juicy Lemons"

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LUCKY BADGER CYCLES' INDIAN SCOUT

WARPATH

Karl "Lucky" Kreitner of Lucky Badger Cycles.

It's extremely quick because of the S&S 88-inch motor and it doesn't weigh that much.

Karl Kreitner and Denny McMichael have been buddies since high school and since the early 1980s shared a dream of opening their own bike shop. It only took about 30 years for it to come together, but in the intervening time, Karl aka "Lucky" has gained acclaim as a fabricator and designer of show bike winners while Denny aka "Badger" developed his expertise in the field of business management. The mutual interest and skill sets made for the right combination, and on March 1, 2013, they opened the doors of Lucky Badger Cycles in their hometown of Fabius, pop. 2,000, located smack in the middle of New York State.

"We've got a growing customer base and are building some neat bikes and having a good time doing it," says Lucky. "In this case, we happened to know someone who had an all-original 2001 CMC/Indian Scout with 5,000 miles on it. The price was right and we had a customer looking for a build. He couldn't see doing it with an Indian, but I could. So we chopped it all apart and did a full-blown custom.

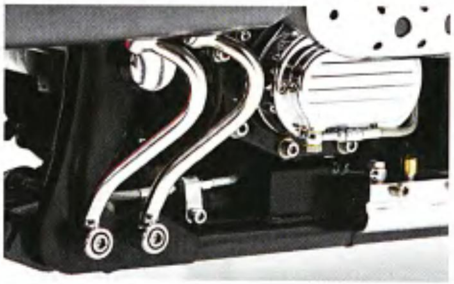
"I like to make lots of handmade parts—nothing store bought. I want to bend metal, cut metal, fabricate, weld and polish, and make a lot of parts out of stainless and brass."

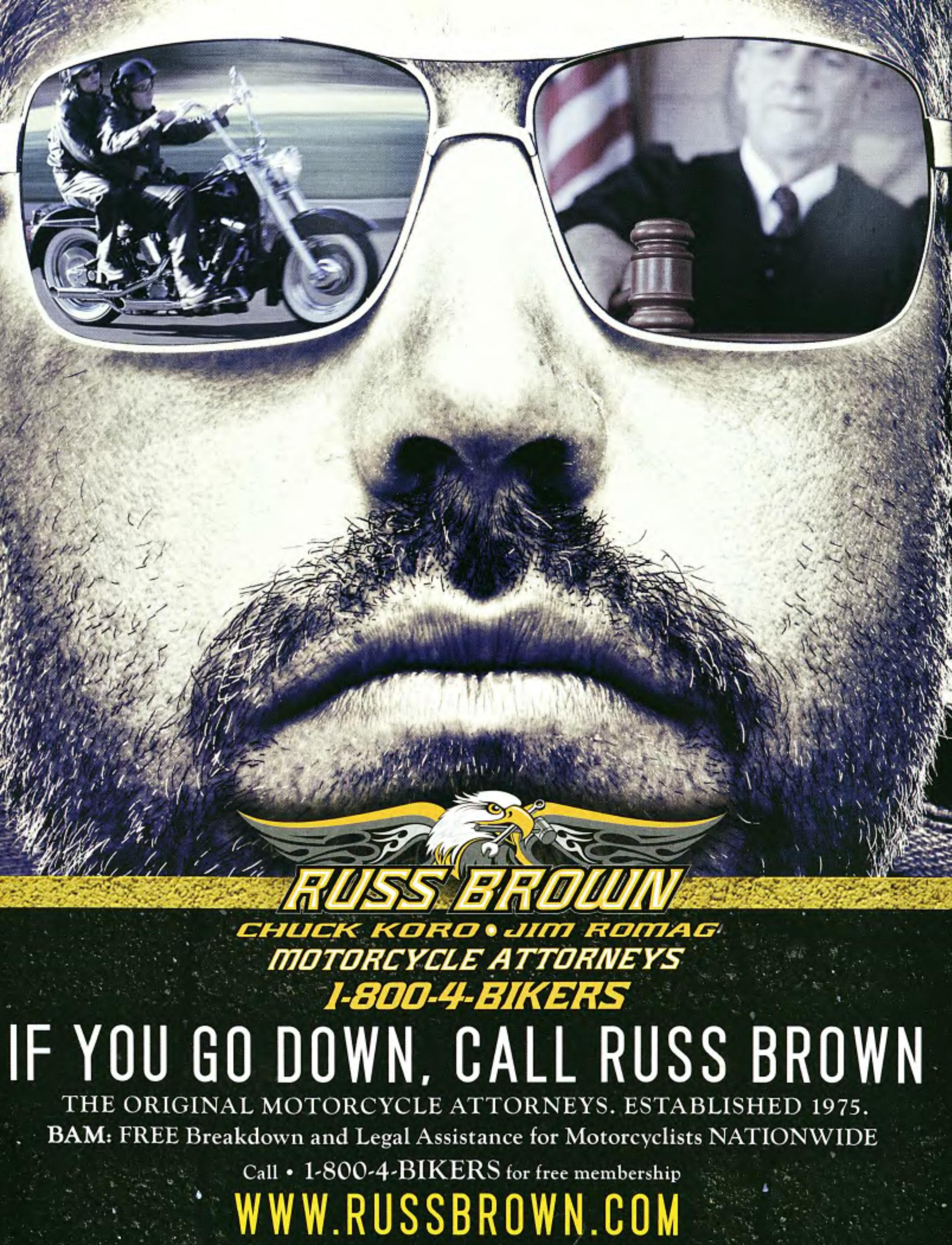
Handmade pieces on this bike include the forward controls, handlebars, handlebar controls, taillight, pegs, oil tank, rear fenders and sissybar, front seat hinges, belt guard, and twin exhaust mounts. Lucky also used an antique brass fire extinguisher mounted on the front downtube as the hydraulic fluid reservoir for both the rear brake and the hydraulic clutch. A recycled vintage FXR rear master cylinder serves as the clutch slave cylinder—an efficient and cost-effective alternative Lucky's been using for years. Setting off all the polished stainless and brass is a very tasty tangerine candy apple paint job sprayed by Kenny Mondello.

Since the Gilroy Indians sported a swingarm that had a dirtbike appearance that Lucky wasn't happy with, he retro-fitted a Harley Softail swingarm for a more rigid look. He's a big fan of the foot clutch/hand shift so that went into the design. Says Lucky, "The front end is from Bare Knuckle Choppers that I won at a show in Daytona in 2009 and finally had a chance to use."

Asked how it feels to ride, Lucky says, "It's extremely quick because of the S&S 88-inch motor and it doesn't weigh that much. It's also got that old-school cool feel with the foot clutch/hand shift, but also has the good suspension, so it hauls ass and handles extremely well." —*Paul Garson*

It's also got that old-school cool feel.

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Owner: Kevin Mengee
City: Wellsboro, Pennsylvania

GENERAL

Designer: Lucky Badger Cycles
Year/make: 2001 Indian Custom
Model: Scout
Assembly: Lucky Badger Cycles
Time: 4 months

ENGINE

Year/make: 2001 S&S
Displacement: 88 cu. in.
Cam: S&S
Ignition: Dyna
Pistons: S&S
Heads: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: Lucky Badger Cycles
Pipes: Roland Sands Design

TRANSMISSION

Year/make: 2001 Indian
Modifications: jockey
Shifting: hydraulic foot clutch

PAINT

Painter: Kenny Mondello Auto Body
Type/color: House of Kolor/Tangerine Candy Apple

FRAME

Year/make: 2001 CMC Indian
Rake: stock
Stretch: stock
Shocks: hidden-shock
Modifications: Harley swingarm

ACCESSORIES

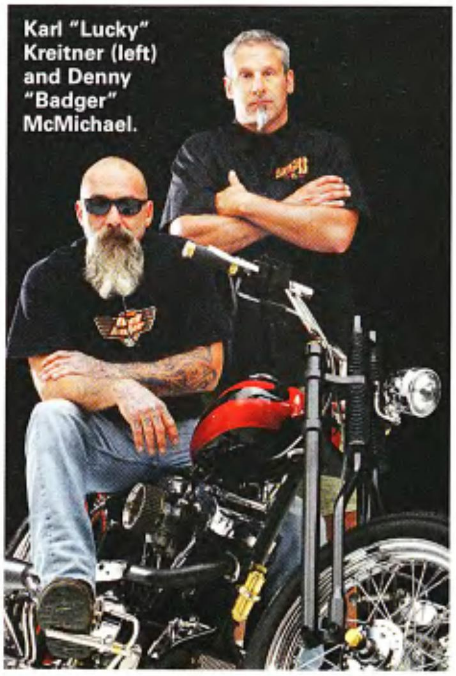
Bars: Lucky Badger Cycles stainless
Controls: Lucky Badger Cycles (mod.)
Fender: Led Sled Customs
Headlight: Thunder Bike
Taillight: Lucky Badger Cycles
Electrics: Lucky Badger Cycles
Gas tank: Lucky Badger Cycles (mod.)
Oil tank: Lucky Badger Cycles (mod.)
Oil system: S&S, Lucky Badger Cycles
Seat: La Rosa
Pegs: Lucky Badger Cycles stainless
Grips: Roland Sands

FRONT END

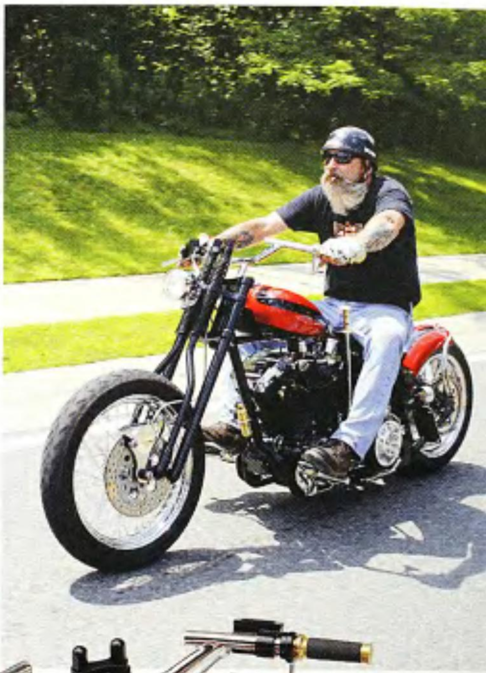
Type: springer
Extension: none
Builder: Bare Knuckle Choppers

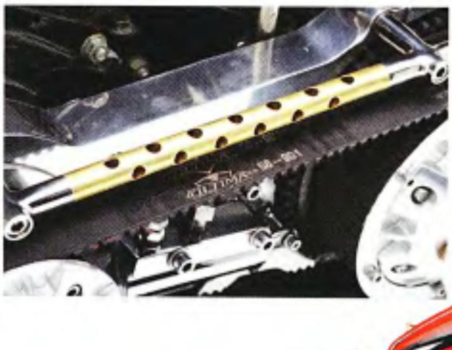
WHEELS

Size: 19-inch front, 17-inch rear
Wheels: wire
Tires: Metzeler
Brakes: Indian/LBC (mod.)
Photos: Dino Petrocelli
Contact: Lucky Badger Cycles
315-683-4259



Karl "Lucky" Kreitner (left) and Denny "Badger" McMichael.





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VERMONT HELMET LAW IN THE CROSSHAIRS

Vermont Senate Minority Leader Joe Benning has introduced S. 0172, a bill to modify the state's helmet law for motorcyclists. His bill would allow riders 21 and older to go without a helmet, provided the person "is properly maintaining financial responsibility" and has either completed a safety course or maintained a motorcycle license for at least two years. The bill currently has five cosponsors.

An interesting side note to this story is that it was Joe Benning who challenged the Vermont's helmet law for vagueness in 1994. We contacted Joe to verify this, he said, "Your research hunch is right on the money. That was, in fact, me when I spent a few weeks riding around without a helmet waiting for a cop to stop me. None ever did, until I put a Yankees hat on my head. (The cop who stopped me was a Red Sox fan.)

"Anyway, I challenged the law in court. I lost the challenge in Superior Court and then appealed the case up to the Vermont Supreme Court, where I lost again. It took me a couple decades, but I finally got elected to the Vermont State Senate so I could challenge it again through the legislative branch of government. My work is cut out for me, but we'll see what happens."

Joe is an avid motorcyclist and tells us he has ridden his Harley-Davidson across 49 states, every province and two territories in Canada, and one little town in Mexico. We have to give the Senator props for fighting the fight.

Source: Vermont Press Bureau

NEW HARLEY-DAVIDSON MUSEUM EXHIBIT

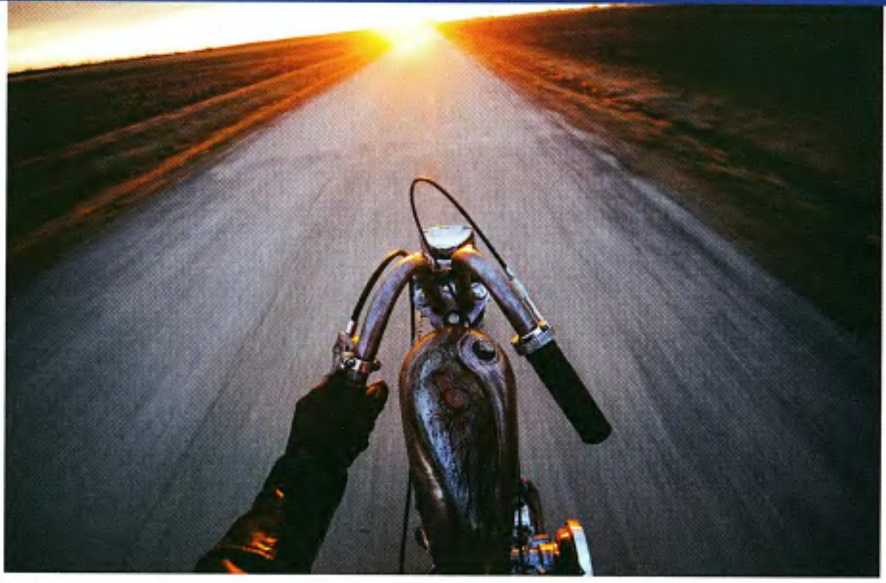

Photo: Josh Kurpius

The Harley-Davidson Museum opened its newest exhibit entitled *Living Lost Photographs* on January 17. The exhibit features more than 30 original works by custom bike builder, rider, and photographer Josh Kurpius. *Living Lost* is a series of photographs taken during his road trips across the country on a chopped 1977 Harley-Davidson motorcycle. The images give an honest, open look at the uninhibited lifestyle of a group of nomadic bikers out to explore the American panorama.

"Josh's photos embody the freedom and independence that is the very essence of Harley-Davidson," said Bill Davidson, vice president of the Harley-Davidson Museum. "His photographs give visitors a look into a world of exploration and camaraderie that only the open road can provide."

From the stunning juxtaposition of a roaring Harley-Davidson next to a quiet countryside, to the uncensored look into the lives of a close group of friends, Kurpius captures the timeless enticement of a life lived on the road with his motorcycle. The photos not only depict the raw beauty of America, but also the beauty of the off-moments that reveal themselves in serendipitous ways. The vintage machines Kurpius and his friends ride can only go so far without refueling or needing maintenance, and they often find themselves stopping in places barely noticeable when restricted to the confines of a car.

The bike Kurpius rode on these adventures, a chopped 1977 Harley-Davidson Ironhead Sportster nicknamed The Locust, is being displayed in the Museum lobby during a portion of the exhibit. The exhibit opening coincides with Milwaukee's Historic Third Ward Gallery Night. *Living Lost* runs through May 18 and is located on the bridge between the Museum and Archives buildings.

Harley Riders Continue To Be Targeted In Australia

Harley-Davidson has appealed for calm in Queensland as its customers continue to be targeted in police operations across the state. Anger among the biking community has run high since the government passed the Vicious Lawless Association Disestablishment Bill in October.

Recreational bikers—many of whom ride Harleys—have complained of being unfairly caught up in the crackdown on motorcycle clubs. A Harley-Davidson Australia spokeswoman said that the company had been monitoring the situation in Queensland since the laws were introduced.

"With regard to the VLAD debate we are fully aware of this situation and how it is affecting all motorcyclists in Queensland," she said. "As passionate motorcyclists, we understand the emotion this stimulates but first and foremost we urge caution and restraint, which will hopefully lead to sound judgment on the issue from all those involved."

The Harley-Davidson spokeswoman said the company, along with other manufacturers, was liaising with the Federal Chamber of Automotive Industries to "consider the situation from an industry perspective."

Source: Brisbane Times

QUOTE OF THE MONTH

"If you tell a lie big enough and keep repeating it, people will eventually come to believe it. The lie can be maintained only for such time as the State can shield the people from the political, economic, and/or military consequences of the lie. It thus becomes vitally important for the State to use all of its powers to repress dissent, for the truth is the mortal enemy of the lie, and thus by extension, the truth is the greatest enemy of the State."

—Joseph Goebbles

"THE END OF THE TRAIL"
OF TEARS MOTORCYCLE RIDE

On behalf of the entire Board of Directors of the Trail of Tears Remembrance Motorcycle Ride, I want to announce that we are at the End of the Trail for our annual charity motorcycle ride. I would like to take this opportunity to thank everyone for 20 great years and your support of our organization as we remembered those ancestors forcibly removed from their homeland in the east to what is now present day Oklahoma.

Because of you, our riders and our sponsors, over the 20 years we have provided thousands of dollars in scholarship funds to needy Native American children, placed Historical Markers in many areas along the Trail and in Oklahoma, marked new trails, and made donations to other educational projects. We have fulfilled our goals and mission of the organization and feel proud that we accomplished more than what could have been imagined when we first began this journey. It has been my honor to lead the ride every year.

I want to thank each and every board member, volunteer, sponsor and rider for helping us achieve these awesome acts on behalf of such a deserving people.

We still have some of the official memorabilia that we will make available on the TOT website until sold through.

Bill Cason, Ride Leader & Originator
Trail of Tears Motorcycle Ride
www.trailoftears-remembrance.org

BIPARTISAN MOTORCYCLE CHECKPOINT BILL TO BE INTRODUCED

In the coming weeks, supporters of the motorcycle lifestyle in the U.S. Senate will introduce a bipartisan bill to ban federal funding for motorcycle-only checkpoints.

The Senate bill will prevent the Secretary of Transportation from issuing grants intended to support the creation of "checkpoints for an operator of a motorcycle or a passenger on a motorcycle."

Currently, only New Hampshire, Illinois, California, Missouri, and Virginia have restrictions on motorcycle only checkpoints. This has allowed other states to continue to employ this discriminatory and ineffective practice, especially during rallies and other large motorcycle events, such as Rolling Thunder in Washington, D.C. and the Daytona Bike Week in Daytona, Florida. As reported in this column last month, the NHTSA checkpoint program has been paying private contractors that use state and local law enforcement to conduct checkpoint programs and collect blood samples or mouth swabs from drivers.

This bill will be the Senate version of H.R. 1861, the Stop Motorcycle Checkpoint Funding Act, sponsored by U.S. Rep. Jim Sensenbrenner. *Source: American Motorcyclist Association*

NYC Motorcyclists Dodge EPA Stamp Law

The Motorcycle Riders Foundation (MRF) is reporting that a last ditch piece of legislation by lame duck Mayor Michael Bloomberg to enact air quality restrictions has been shot down by politically active NYC bikers. Mobilized by the efforts of the MRF, the bikers verbally opposed the legislation, which would have allowed NYC police to issue fines to motorcycles not displaying the Environmental Protection Agency (EPA) exhaust stamp.

Should the stamp not be easily visible, and most of the time they are not, the NYPD would be able to issue noise violations for a motorcycle that was not even running.

NYC Councilman and motorcyclist Peter Vallone, joined the bikers. At that time Vallone was the chair of the Public Safety Committee and backed up what the other motorcyclists were saying. According to the MRF, a source from the EPA told them the the language of the bill was "absolutely Mayoral" and "in no way a part of the normal council business."

Bloomberg has since stepped down.

WOUNDED WARRIORS PROJECT A LEGAL SCAM?

Alex Graham has raised some concerns in *Veterans Today*, with his critique of the Wounded Warriors Project (WWP) charity organization, citing a "top heavy, greedy executive structure." According to his article, annual compensation for the top 10 WWP employees runs from $150K to $333K per officer.

He writes: "Total 2011 revenues were $154.9 million with total fundraising expenses of $20.5 million and total administrative expenses, including outsourced services, of $95.5 million. Note that the total administrative expense includes fundraising. Therefore, as a percentage of total revenue, administrative expenses amount to 61.63%, including fundraising expenses of 13.2%. This equates to 38.36% of revenues available to benefit wounded warriors."

The WWP is revealed to do little direct support of veterans programs, instead making grants and contributions to other organizations, which in turn serve vets directly. The writer suggests, "There is no question that WWP does contribute substantial funds for the benefit of wounded warriors. Notwithstanding, it appears that a more effective use of Association funds would be to contribute directly to The Fisher House, Navy-Marine Corps Relief, The Salvation Army, and others."

A check with Charity Navigator, which rates charities for donor worthiness, reveals a three-star overall rating for the Wounded Warrior Project, with a two-star financial rating.

A check with Charity Navigator, which rates charities for donor worthiness, reveals a three-star overall rating for the Wounded Warrior Project, with a two-star financial rating.

Source: Veterans Today

Reviving Debtors' Prisons

Across the country people struggling to pay fines and court costs for simple traffic infractions are being thrown into prison at an alarming rate. The American Civil Liberties Union (ACLU) and the Brennan Center for Justice say that local courts are ignoring U.S. Supreme Court rulings that make it illegal to jail the indigent over unpaid fines.

Advocates are trying to convince courts that aside from the legal questions surrounding the practice, it is disproportionately jailing poor people and doesn't even boost government revenues—in fact, governments lose money in the process. *Source: Fox News*

LEGALIZING POT IN CALIFORNIA

A ballot measure to legalize pot in the Golden State could save hundreds of millions of dollars for the state, according to the state Attorney General's office. The state would save "in the low hundreds of millions of dollars annually" on law enforcement costs associated with enforcing marijuana laws.

The AG's office also said that sales tax revenues would add revenues, in the "low hundreds of millions of dollars annually," to the state's bottom line.

Supporters need to need to collect 504,760 signatures by May 23, 2014, to get the initiative on the ballot. The measure would apply retail sales taxes to marijuana sold for recreational purposes, while allocating that money equally to education, health care, law enforcement and drug abuse programs. It also prevents state and local law enforcement officials from enforcing federal marijuana laws.

Source: The WashingtonPost

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Keeping Things Simple

High-End Results On A Low-End Budget

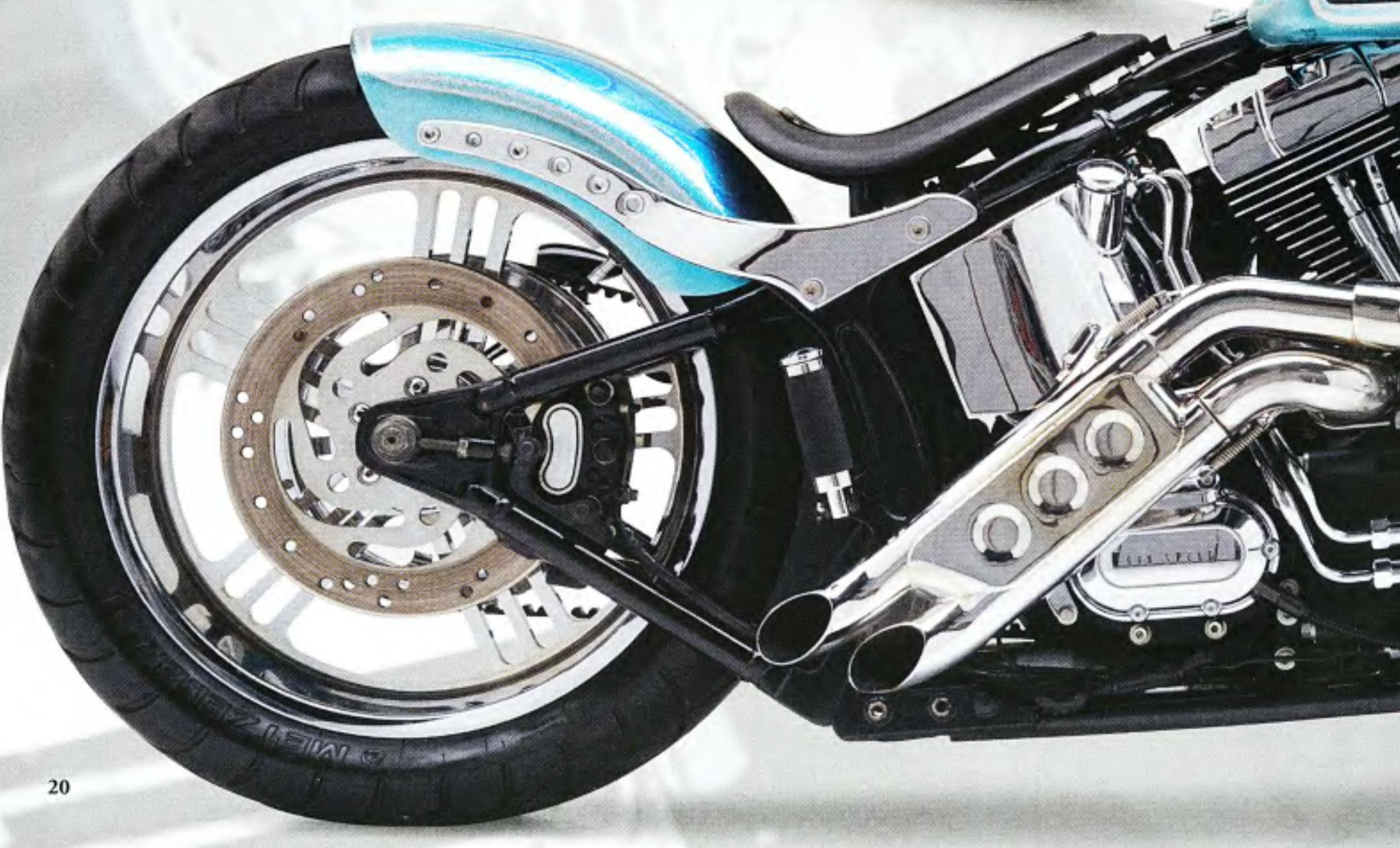
Brad Barnes builds some sweet-looking rides, and has for a while. The full-on customs rolling out of Boosted Brad's in Dyersburg, Tennessee, have graced the pages of lots of magazines, this one included. "But a few years ago," Brad says, "back when the economy fell off a cliff, guys just couldn't afford to go all out with a custom. That's when I put this Softail together." The idea was to show everyone what could be done with a stock Harley, a handful of relatively inexpensive bolt-ons, and a little elbow grease. Almost as soon as Brad backed this Kandy Blue beauty off the work table, it was gone. Four years later he's still getting phone calls asking if the Softail's for sale, or if he could put together another one like it.

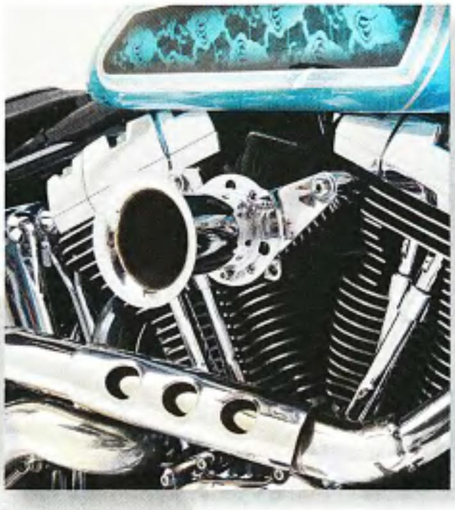
"And it's really just a stock Softail," Brad explains. "We didn't rake out the neck or do any major work like that. The engine never came out of the frame. Like I said, I was just trying to show

Brad Barnes

The plan was to show what could be done with a stock Harley, a handful of bolt-ons and a little elbow grease.

Underneath that Kandy Blue paint is a basically stock Softail. The engine never came out of the frame.





what could be done simply and inexpensively to make a cool bike without breaking the bank." The front end is the stock 41mm Harley-Davidson, the lowers were cleaned up and powdercoated, the tubes were shortened 4 inches, and all of it was put together featuring old-timey rubber gators. The wheels are West Coast Choppers Style 53s—a set of hoops Brad had been hanging onto looking for the right place to use them. The Nomad exhaust pipes bolted up to the stock Twin Cam is another WCC addition. "There were only a few of them made," Brad goes on. "Luckily, I had a set." The rear fender and its strut came right out of the Roland Sands catalog and the 11-inch mini apes are from Santee. All that, along with a custom-made seat pan, just about covers the list of add-ons. Even the gas tank is stock Harley-Davidson, with its center panel removed and the dash powdercoated.

When it came to the paint, though, Brad pulled out the stops. "I used one of my favorite colors," he tells us, spending a fair amount of time with the accents. It's a Kandy Blue panel-paint job, with lace work, water drops, and all sorts of spray booth magic. The new finish gives this bike a big boost, no

pun intended, towards the full-custom look belying the stock bike underneath. "Right after I finished all this, my wife's uncle bought it, looking for a stable mate to his Ultra Classic," Brad says. From there, the Softail was passed on to Brad's brother-in-law, Brian Harrison, the current owner.

Over the years, the bike has remained exactly the same as Brad originally built it, no changes made.

—Joe Kress

Owner: Brian Harrison
City: Union City, Tennessee
GENERAL
Designer: Boosted Brad's
Fabrication: Boosted Brad's
Year/make: 2007 Harley-Davidson
Model: Softail Custom
Assembly: Boosted Brad's
Time: 3 months
Chroming: Harley-Davidson
ENGINE
Year/make: 2007 Harley-Davidson TC
Displacement: 96 cu. in.
Ignition: Harley-Davidson
Cam: Harley-Davidson
Carb: EFI
Air cleaner: velocity stack
Pipes: West Coast Chopper "Nomad"
TRANSMISSION
Year/make: 2007 Harley-Davidson
Shifting: 6-speed
PAINT
Painter: Boosted Brad's
Type/color: House of Kolor/ Kandy Blue
FRAME
Year/make: 2007 Harley-Davidson
Type: Softail
Rake: stock
Stretch: none
Shocks: air ride
ACCESSORIES
Bars: 11-inch mini-apes
Handlebar controls: Harley-Davidson
Fenders: Roland Sands Design
Headlight: Harley-Davidson
Taillight: LED
Speedo: Harley-Davidson
Pegs: Avon Grips
Foot controls: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Seat: James Carter
Mirrors: mini
Grips: Avon Grips
FRONT END
Type: Wide Glide, 4 inches under
Builder: Harley-Davidson, Boosted Brad's
WHEELS
Make: West Coast Choppers, Nomad
Size: 21-inch front, 18-inch rear
Tires: Metzeler
Brakes: Harley-Davidson
Photos: Don Rogers
Contact: Boosted Brad's
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Battle Axe Back

Battle Axe Tees
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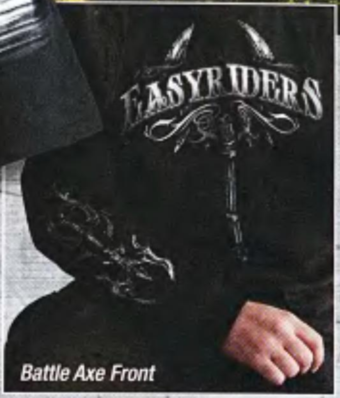

Battle Axe Front

Wicked Spine Tees
5122 Long Sleeve $26.95
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Wicked Spine Front

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Kentucky Bike Rally

The Kentucky Bike Rally, formally known as Little Sturgis, may have lost the right to use the city's name, but it is still going strong. Approximately three years ago, after 19 years of successful rallies, organizers found themselves in a legal battle with the organizers of the South Dakota Sturgis Rally. Most thought the deeper pockets of the much bigger and equally famous rally would put an end to the smaller one and that it would quietly disappear into the sunset. Many initially believed the false and widespread rumors of its demise and attendance at the rally plummeted—briefly.

With a slight adjustment to the name and thanks to its many loyal attendees, new management is picking up the pieces and attempting to make the rally in Kentucky stronger than ever. Attendance at the rally is once again starting to increase.

The newly named and refined Kentucky Bike Rally held last July had it all going on, including top-notch musical entertainment, meet and greets with celebs from *Sons of Anarchy*, poker run, vendors, dirt drags, biker games, a custom bike show with 23 entry classes, wet T-shirt contests, and an excess of raucous action throughout the campgrounds. In an effort to keep the numerous local rally critics at bay, the main stage, arena, and vendor areas are now technically posted as PG rated. Not to worry. This is still currently an age restricted adult rally and there is plenty of unbridled wildness just a short walk away. However, be aware, glittery beads are a must for any action in the campground areas. Turns out lots of gals find those sparkly things irresistible.

When you tired of searching for stripper poles in the campgrounds or were ready to drag your wrinkled hide out of your portable kiddy pool, the main stage cranked up around 5 p.m. each evening. Music was played continuously into the wee hours. Examples of rally favorites are Geneva, Granshaw, Moccasin Creek, RB Stone, Big Engine, and the Kentucky

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Remember to take this page with you when you're on the road– it's a handy guide to some of the best Harley parts and service around.

Photos: Don Rogers

Headhunters, and all give the crowds plenty to stomp to and sing along with, and frequently inspire a toast to the South with a jar of easily obtained shine.

Between music sets, wet T-shirt contests were held as well as impromptu fire acts from Torch, who was still riding his armored and fire-breathing Road Glide on a zigzagging, cross country trek to visit and perform at as many rallies as he can squeeze into the year.

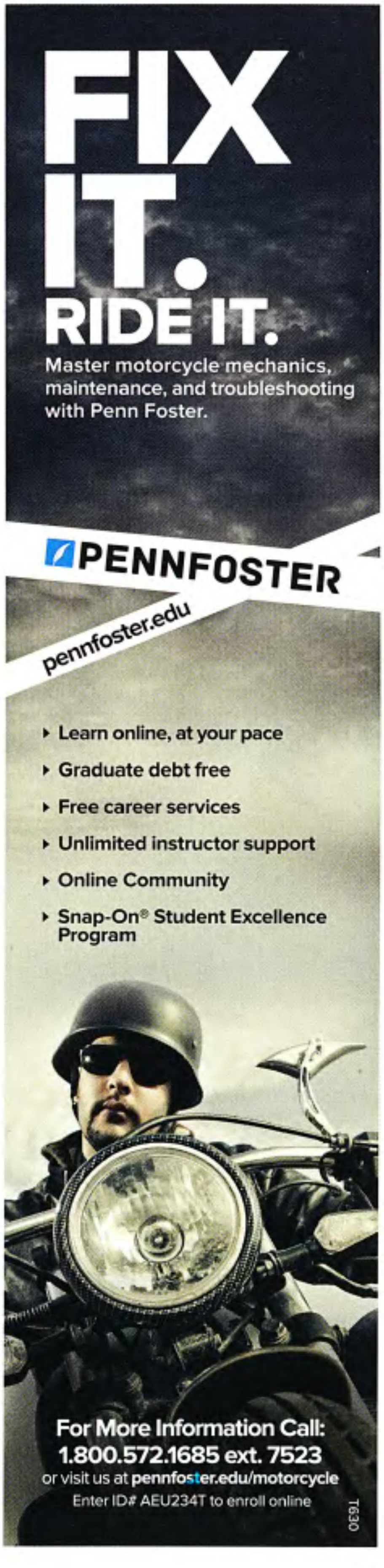
Without a doubt, the oversized, air conditioned arena is huge plus for this rally. Large enough to hold biker games and the custom bike show contest, it also gives campers refuge from the July heat and the occasional rain spritzer. Considering the heat outside, the air conditioned field certainly felt nice after a long sweaty walk around the campgrounds or vendors row.

Saturday's Dirt Drags, old-school drag racing with several classes ranging from "run what you brung" to some top fuel crazies tearing up the dirt straight away in head to head racing were a must-see. Anyone could enter and race for bragging rights and cash prizes.

Something you won't see on any ad or flyer but is worth mentioning is that Sturgis, Kentucky, is dry. No beer or other alcohol is permitted to be sold at the rally. However, this restriction is not a complete ban on liquor. Rally attendees are allowed to bring their own libations to the event. So, consider yourself warned of this minor obstacle, and, in light of that, the advice to those who plan to attend the rally in the future is to simply bring an ample supply of your preferred beverage. For those with limited cargo space, the neighboring county just a few miles down the road sells alcohol.

The "Little" Rally in Kentucky lives on!

—Don Rogers



$100,000 MAGAZINE SWEEPSTAKES

CAMTECH DREAM BAGGER BUILD

Would you look at this pile of parts! Believe it or not, Cameron and Susan Jurow, owners of Camtech Custom Baggers *(below)*, are going to take a stock Harley-Davidson Street Glide, work their magic with these and other Camtech custom parts and accessories, sprinkle in one of their amazing paint jobs, and handcraft a killer custom bagger just for you. As you can see from this photo, they are damned serious about making this all happen! Maybe *too* serious!

It's all part of the *Easyriders* $100,000 Sweepstakes. Not only do you have the chance to win a $50,000 custom bagger as our Grand Prize, but some lucky reader will win a $32,000 Dirico Motorcycles Flyer model bike as our First Prize that has been signed by Dirico part owner Steve Tyler of Aerosmith.

Just remember folks, you can't win if you don't enter. See the ad in this issue and enter to win today! Who knows, in a few short months, you could be riding a too cool Camtech wonderbike or a Dirico dazzler!

—Dave Nichols

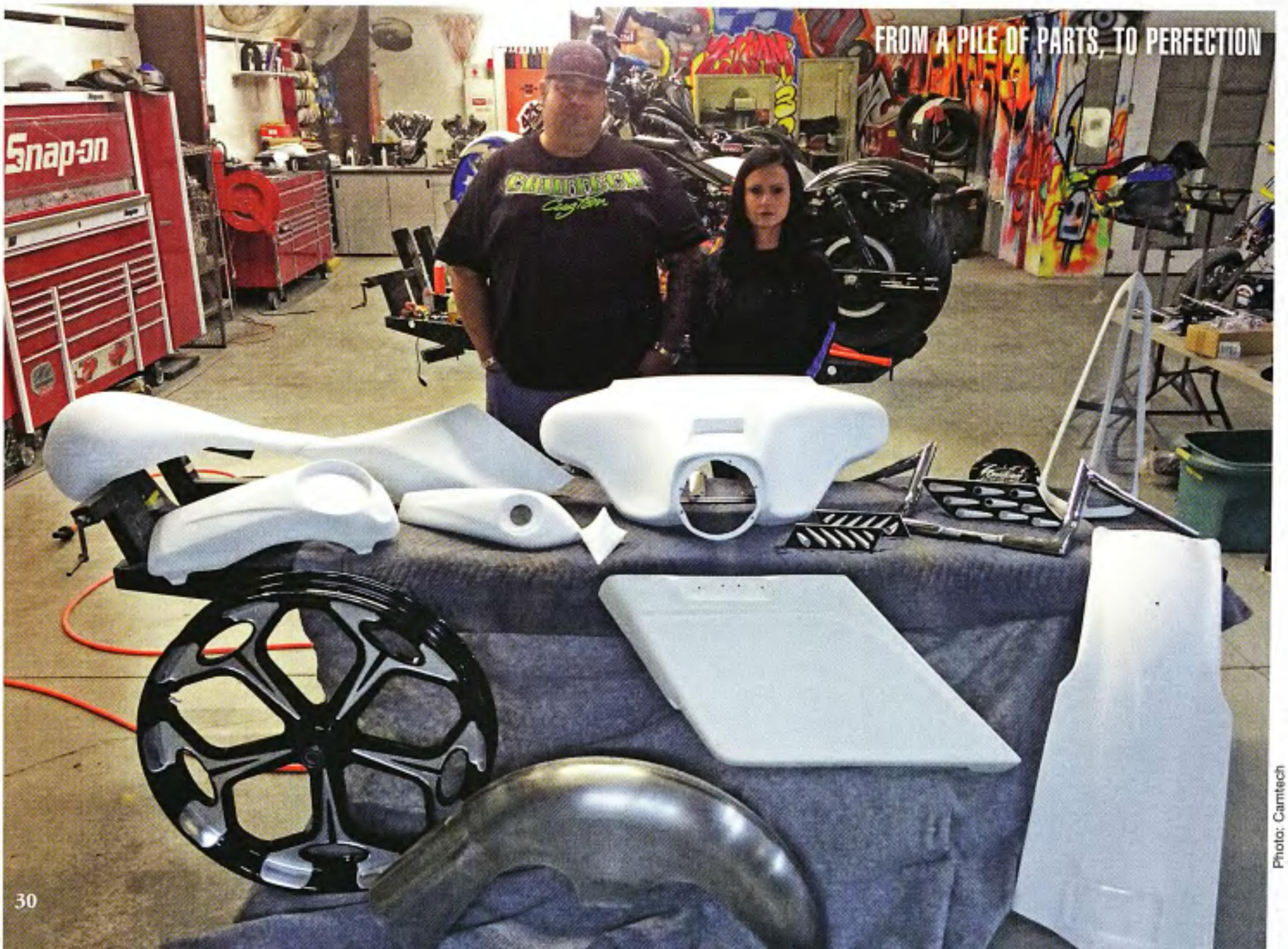


Photo: Camtech

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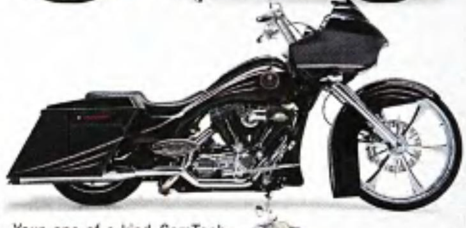

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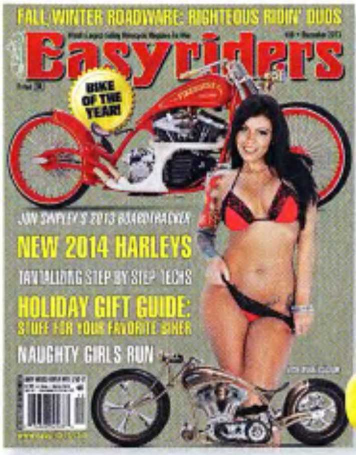

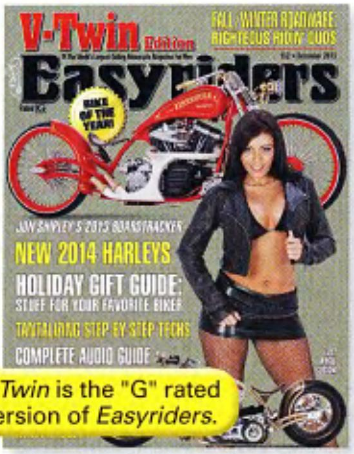

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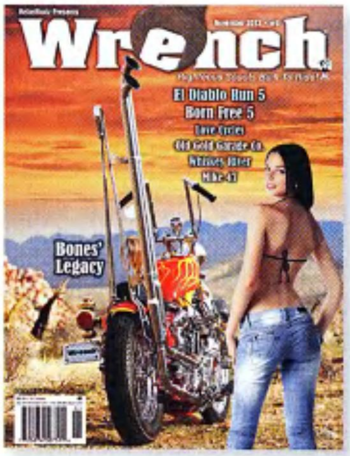

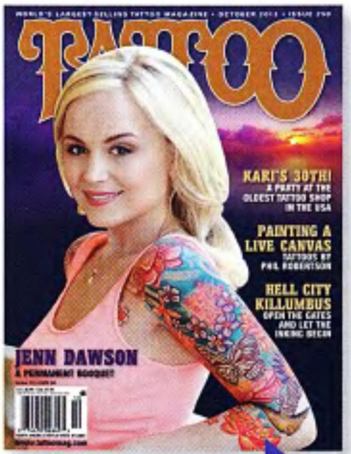

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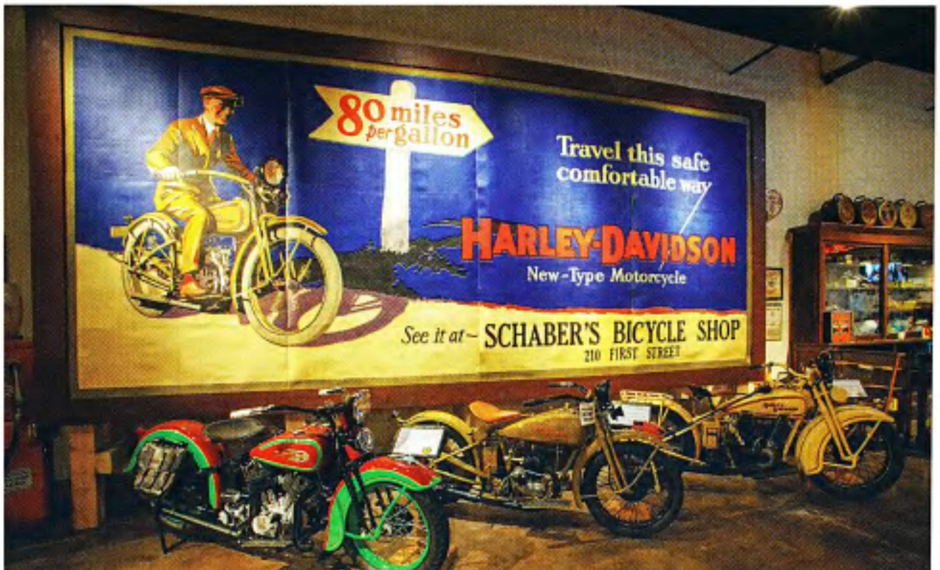
National Motorcycle Museum

Did you know that there were more than 150 American motorcycle manufacturers by the 1920s? How many of those long-gone marquees can you name? If you happen to be in the eastern section of Iowa, it's certainly is worth your time to check out the National Motorcycle Museum in Anamosa. Founded in 1989, the National Motorcycle Museum has grown from a small storefront in Sturgis, South Dakota, to its current location offering 36,000 sq. ft. to call home. It can be initially overwhelming when you enter into the display area, but, as you begin to explore, you'll soon be drawn to the flow of the museum and off on your own adventure.

About one half of the more than 400 motorcycles on display are American made. From a 1908 original condition single-cylinder H-D, to one of Jesse James early customs, a 1990 XL1200, there's a good range of Harley-Davidson's to compare. Grouped by age and engine type, you'll find the single- and dual-cylinder models together, and not far away are the early knuckles and pans. The shovelheads lead into the blockheads then there are even a few Twin Cams in the bunch. There's a nice lineup of custom vintage Harley's as well. These are just some of the treasures you'll find when you venture inside. Just around the corner from the Harleys, Indians proliferate complete with dealer signage, posters and promotional items. From the early years through the 1990s and early 2000s, the 1940s Indian lineup is well represented. This year, a new 2014 Indian Chief Vintage is ready for you to win in the museum's yearly raffle.

As they still do today, the early motorcycle manufacturers often used the ever-present competitive American spirit of racing to develop a street version of their products. These are some of the most exceptional bikes in the Museum's American collection. Look for the 1910 Sears, 1911 Flying Merkel, 1912 Henderson, or the 1914 Yale/California.

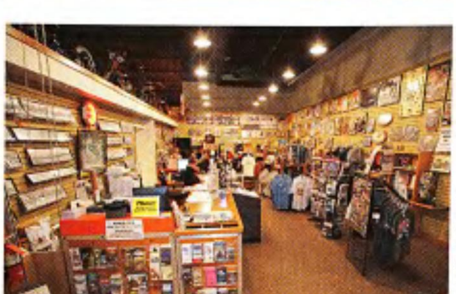


Many of these were raced, and then transformed in the end to a gentleman's motorcycle, built for reliability and smoothness. There's a whole complement of Indians both Chiefs and Scouts to check out. You'll find some of them, posed for a great race in an outstanding of a board track with many more great examples of these old gems just waiting to uncover during your visit.

The bikes and exhibits are ever-changing. A number of bikes in the collection are on loan. They are changed out as new examples of their type are available. This keeps the collection fresh and interesting. Permanent displays are updated and new ones developed. Steve McQueen's personal Indian and the infamous "Captain America" bike from the movie *Easy Rider*, are both a permanent part of the museum. Not just the bikes, but posters, photos, and video of the movies run in both exhibits.

Over the course of the year the museum hosts several events. One of the premier weekends is the Vintage Rally with a swap meet, bike show, guest speakers, panel discussions, and Sunday morning a vintage road ride through the rolling Iowa hills. Mark your calendars for June 7- 8, 2014.

The National Motorcycle Museum is a great place to visit. Put it on you bucket list for this riding season. Check the website for upcoming news and events at www.nationalmcmuseum.org. —*Pam Proctor*



Photos: Pam Proctor

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After taking his new squeeze for a Saturday night putt in the hills, Big Horse brought her back to his pad, and soon they were tearing away at each other's clothes. "Before we go any further," said Big Horse to the panting hard belly, "tell me, do you have any special fetishes I should know about before we hit the sack?"

"As a matter of fact," said the babe, "I do happen to have a foot fetish—but I'd settle for 6 or 7 inches...."

Shotgun
Comstock, New York

Why do women have foreheads?
To have somewhere you can kiss 'em after they give ya a blowjob.

Mad Dog
Canberra, Australia

This ad was recently spotted in the local newspaper: For sale, real cheap. Harley-Davidson Softail; tools and toolbox; 238 back issues of *Easyriders*. Call 555-6984. If a man answers, hang up.

Risky
Takin' Chances

After successfully defending the biker against a paternity lawsuit, his attorney presented him with an invoice for services rendered. "You can pay $500 now," said the shyster, "then $213 a month for the next 33 months."

"Shit, man," said the biker, "that sounds just like buying a car."

The lawyer nodded. "I am."

Victor
Inside

Didja hear about the married chick who ran off with a tractor salesman?

She sent her ol' man a "John Deere" letter.

John Wiegand
Lower Lake, California

Slowpoke's ol' lady visited a clairvoyant to get her fortune read. The gypsy studied the tea leaves in the cup and warned, "Prepare for widowhood, dearie, because your husband will die very soon."

After a moment of silence, Slowpoke's ol' lady asked, "Will I be acquitted?"

James Litaker
Tillery, North Carolina

Didja hear about the hooker who had two pussies an' got kicked out of the whorehouse?

The other girls didn't like her hollier-than-thou attitude.

The Midget
Stayin' Strong

A dog-ugly chick snuggled up behind Ratface on his hog and said, "Gee, I'm so glad you asked me out. Nobody has ever taken me out before."

Just about that time, Ratface pulled up abruptly in front of a liquor store and told her,

"Wait here a sec, while I go in and get some beer."

"But I thought we were going to that new nightclub across town," said the chick.

"Well, yeah, we are," said Ratface, "but I think I'm gonna need a bag for later."

Alan Dockery
Robins AFB

Li'l Bit frowned sorrowfully after Fish proposed to her. "I'm really sorry, Fish," she said, "but I can't marry you."

"Why not?" he asked. "Is there someone else?"

"Shit, there's just gotta be," sighed Li'l Bit.

Cisco
Stripe City

Shorty walked into the bar and saw Harry downing double whiskeys, one after another. Walking over and sitting down, he said, "Hey, bro, what's got ya so down?"

Shaking his head sadly, Harry said, "Man, I gotta problem with my mother-in-law."

"So what? Everybody has trouble with his mother-in-law."

"Yeah," said Harry, "but everybody doesn't get theirs pregnant."

The Midget
Stayin' Strong

A middle-aged club momma seemed a little under the weather when she visited Dr. Lookmeup.

"Come now," coaxed the gynecologist. "you've been seeing me for years. There's nothing you can't tell me."

"This one's kinda strange..." she said, hesitating.

"Let me be the judge of that," the doctor assured her.

"Well, yesterday morning when I went to the toilet, I heard weird plinking noises in the commode. I looked down and the water was full of pennies."

"I see."

"And that afternoon I was on the crapper again, and I found nickels in the bowl!"

"Uh-huh."

"And last night," she went on, "I was shitting dimes, and this morning it was quarters! You've gotta tell me what's wrong, Doc, I'm scared to death!"

The gynecologist put a comforting hand on her shoulder. "There, there," he said. "It's nothing to be worried about."

"Are you sure?"

"Absolutely. You're just going through your change."

Glass Cutter
Club Fed

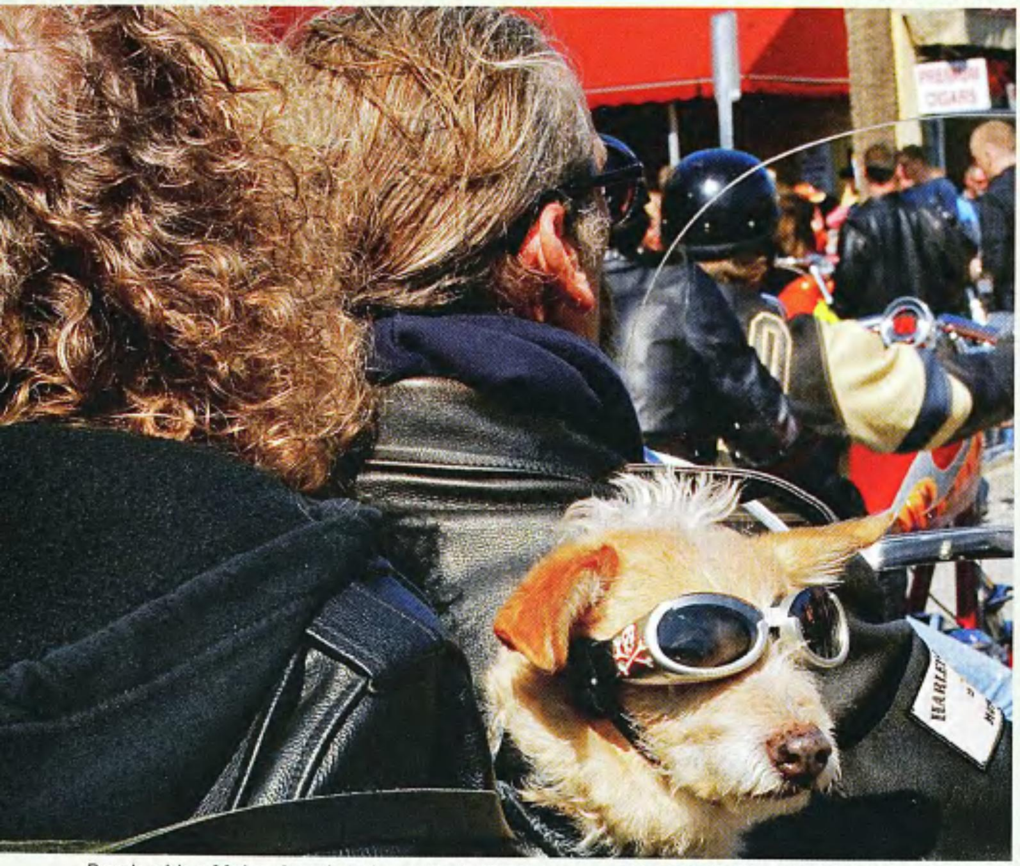
Old biker saying: "Give a bitch an inch, and she'll think she's the ruler."

Al Troxler
Greensboro, North Carolina

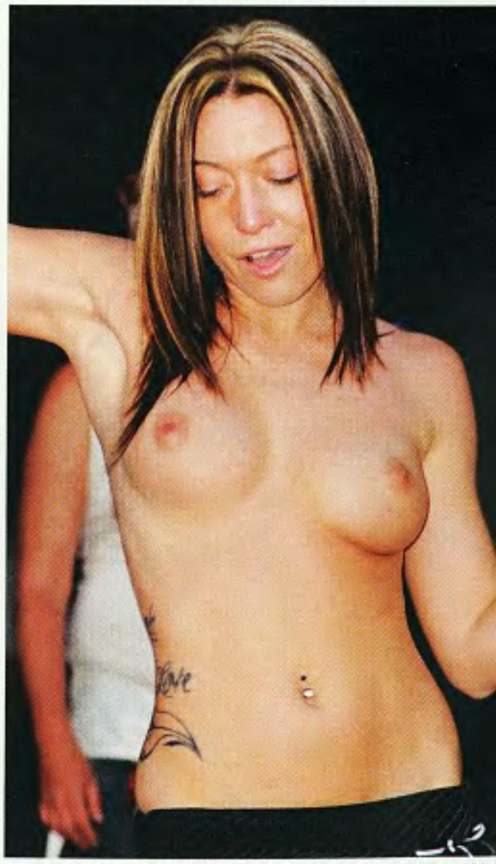
One low-five...coming up.

—Don Rogers, Waleska, Ga.

Shovelhead girl putts proudly. *—Lou Camerota, 2013 Toys For Tots Toy Run, Philadelphia, Pa.*



Pooch with a Mohawk makes the scene in Daytona. *—Fred Stoll, Filmless Art, Union City, Tenn.*



Skin-to-win winner. *—Paul Shermer, Greensboro, N.C*

Happy flag-waver riders. *—Don Rogers, Waleska, Ga.*

Catch of the day. *—Fred Stoll, Union City, Tenn.*

He don't wanna hear why you didn't ride to Roscoe's. *—Miserable George, Lakeland, Fla.*

Philly Toy Run riders brave the chill. *—Lou Camerota, New Castle, Del.*

Everybody loves Smiley Crud's old Flattie. *—Kurt Messner, Verona, Wis.*

Miss Beautiful Armpit 2014. *—Paul Shermer, Greensboro, N.C.*

A fine group of fired-up dudes congregate for the 2013 LAFD Memorial Run. *—Rich Hurtado, Backdraft Photography, Temecula, Calif.*

The candy store is now open at Roscoe's Chili Challenge.
—Miserable George, Lakeland, Fla.

Each month the best pictures our readers send us are printed here. We prefer digital art, but can also use only good, in-focus, black-and-white or color prints. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff, these photos typify the fun, excitement, and freedom of biking. We now pay $50 for each full-page color photo, $30 for half-page color photos, $20 for color photos printed smaller than half-page and $20 for every black-and-white picture printed. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions. Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: ***Easyriders*** In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

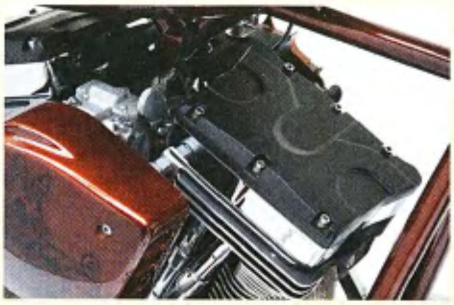
Gringo

ROBERT POWNALL'S LEFTY BROS. MAKEOVER

If you find yourself in the Sunshine State cruising along Florida's panhandle Emerald Coast, you'll be near Destin, a city that started out as a sleepy fishing village that now draws 4.5 million visitors to the area's white beaches and emerald green waters. Destin is also home to Lefty Bros. Cycles, run by brothers Izzy and Jason.

Only the Ultima 113-inch motor and tranny were harvested from the donor bike.

Owner: Robert Pownall
City: Destin, Florida
GENERAL
Designer: Lefty Bros. Cycles
Year/make: 2013 Lefty Bros. custom
Model: Gringo
Assembly: Lefty Bros. Cycles
Time: 90 days
ENGINE
Year/make: 2013 Ultima
Displacement: 113 cu. in.
Cam: Ultima
Ignition: Ultima
Pistons: Ultima
Heads: Ultima
Lifters: Ultima
Carb(s): Ultima
Air cleaner: Ultima
Pipes: Lefty Bros.
TRANSMISSION
Year/make: 2013 Ultima
Modifications: foot
Shifting: 6-speed
PAINT
Painter: Bruce Koch
Type/color: House of Kolor/Root Beer
FRAME
Year/make: 2013 Chassis Design
Rake: stock
Stretch: plus 2 inches
Shocks: rigid
ACCESSORIES
Bars: Chassis Design
Handlebar controls: Accel
Fender: Lefty Bros.
Headlight: small but bright
Taillight: even smaller
Electrics: Lefty Bros.
Gas tank: Lefty Bros.
Oil tank: Lefty Bros.
Oil system: Ultima/Lefty Bros.
Seat: 4-H Customs
Pegs: Lefty Bros.
Grips: Avon
FORKS
Type: springer
Extension: 2 inches under
Builder: DNA
WHEELS
Size: 18 inches
Wheels: wire
Tires: car tires
Brakes: Pro-1
Photos: Don Rogers
Contact: Lefty Bros. Cycles
850-244-2767



After a 20-year career in the U.S. military traveling all over the place, Izzy returned to his home turf in Florida and to his longtime passion for bike building, opening the shop in 2005 and creating a slew of one-off customs that have garnered nationwide attention.

In this case, the bike tagged "Gringo" began with a homebuilt donor bike bought by Robert Pownall, who was hoping Izzy could transform it into a full-blown custom. Izzy took one look at it and said, "This whole thing's a death-trap. Looks like the frame was made from tubing bought at Home Depot. Is this thing even legal, does it have a VIN number? We need to start from scratch."

So basically it was a rolling basket case from which only the Ultima 113-inch motor and Ultima 6-speed tranny were harvested and then transplanted into a fresh ground-up project. "The frame was built by Chassis Design who's built all our frames for us for the past eight years," Izzy tells us. "The springer came from DNA. We took a dual gas tank and turned it into a one-piece and since he wanted to carry a passenger we made the sissybar to go with the custom rear fender."

Paint-wise Robert went for root beer candy that almost makes the bike look like it was cast in bronze. Bruce Koch sprayed the House of Kolor pigment including the bars, springer, headlamp, frame, and primary for that monochromatic visual impact.

What you see under the solo seat is not the oil tank but a special lockable safe of sorts, while the oil reservoir duties are handled by the cylinder seen attached to the right rear frame member. Those fat tires that help promote the bike's chunky statement are vintage Ford Model A types replicated by Cook Tires. Although the tires are made for cars, they also fit motorcycles. Asked how the bike rides with them, Izzy says, "It feels great. It's so compact and with the 113 it rides awesome. And those pipes…they sound loud and mean. Like they say, loud pipes save lives."

While Lefty Bros. can obviously build bad bobbers as seen here, its very first custom bagger just took home "Best Dresser" from the Boardwalk Show at Daytona Bike Week.

—Paul Garson

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This month's *Easyriders* gal is darlin' Dani, also known as Big Booty Judy. Don't ask.

VIP EYEWEAR
Old School Eyewear
GEICO Motorcycle
JUDGED BIKES
FIRE EXTINGUISHER

ANAHEIM

While much of the country was subject to sub-zero temperatures, Southern California riders were gloating over perfect 72-degree riding weather at the first stop in our Easyriders Bike Show Tour for 2014.

The Big Bike Show Kick Off!

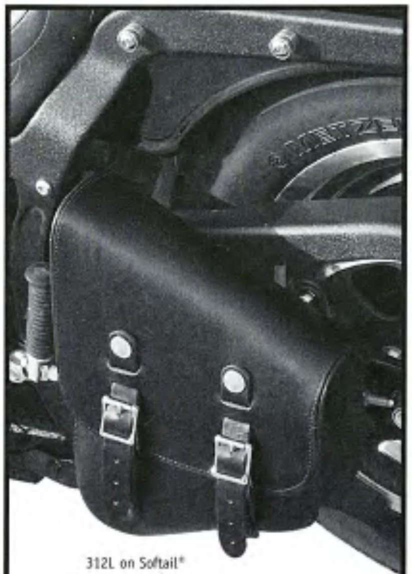
Easyriders
2014 BIKE SHOW TOUR
SONS OF ANARCHY
CALIFORNIA

Right across the street from the house of mouse, the Anaheim Convention Center vibrated with the sound of barking straight pipes this past January 4 as we pulled out all the stops for this annual Anaheim slice of awesomeness.

Bikers packed the hall to check out the display of hundreds of dazzling custom bikes, which ran the gamut from old-school bobbers, choppers, and antique bikes, to the latest high-tech baggers. A slew of vendors hawked their wares, the always Purrfect Angelz shook their collective booty for the crowds, and local band Crosscut rocked the joint with its special blend of classic rock tunes.

Fans of the Fox TV hit *Sons of Anarchy* could shake hands, get an autograph and photo with the series' star, Mark "Bobby" Boone, and fans of a different type of entertainment could get an X-rated calendar signed by a certain highly visible porn star over at the *WRENCH* display of oil-dripping pans and shovels.

But the main draw was the astounding assortment of motorcycles in the Judged and People's Choice sections of the hall, and this year we saw literally every kind of custom scooter imaginable. It seems like everything goes and every style is cool these days. Top Best of Show winners in People's Choice (chosen by all the spectators to the show) included Dave Swenson's 2014 FXRT, Paul Soto's 2006 V-Rod trike, and Rubin Gonzalez' 2000 KD Custom FLH. Best of Show winners in the Judged Class



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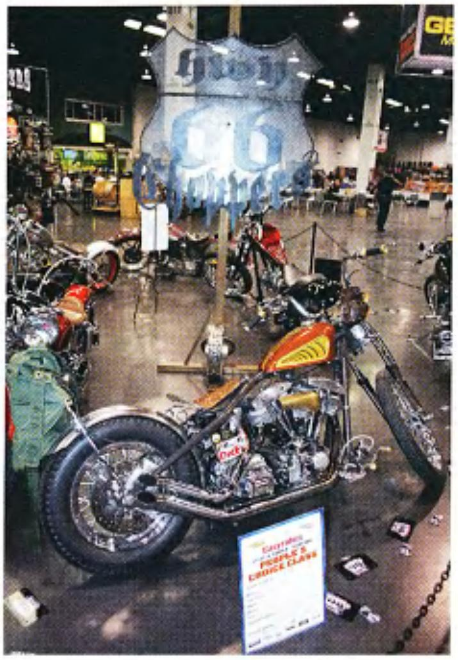
DEALER INQUIRIES WELCOME

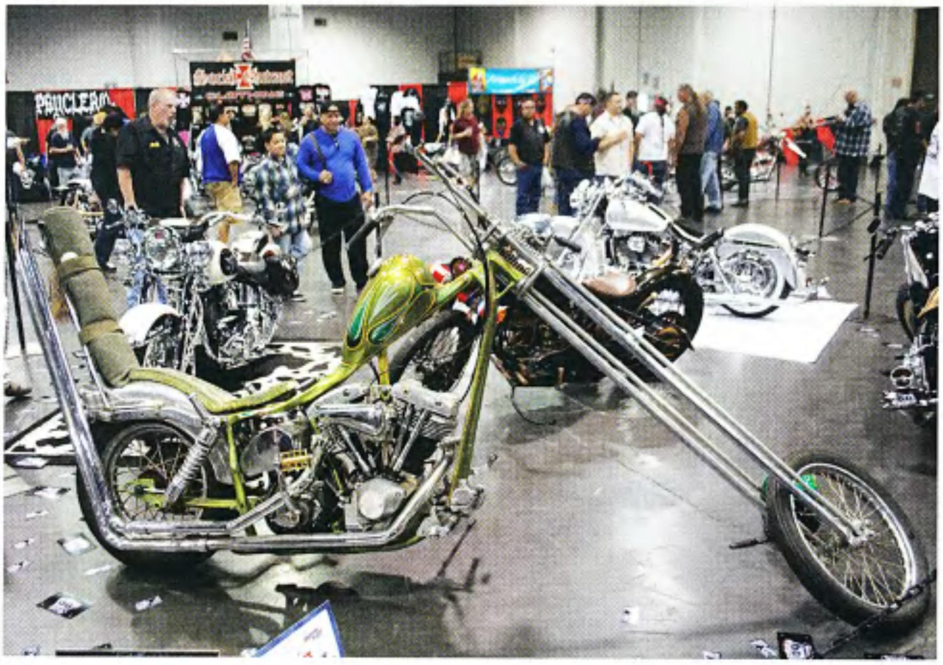
(expertly nit-picked by our editors) included Sam Baldi's world-class 2013 Custom, Paul Ponkow's 1973 Bones Legacy Triumph chopper, and Powerplant Motorcycles' 1952 radical rigid. Paul Yaffe of Bagger Nation selected the hottest custom bagger, which went to Lifestyle Cycles for a 2012 FLTRX, and the Editor's Choice award went to Joe Kerivan for his mind-melting 1942 knucklehead chop.

Now the Easyriders Bike Show circus is off to Sacramento for the next leg of the tour. Watch for coverage of all the shenanigans next month, right here in the world's best custom bike rag. To see a complete list of bike show winners, visit www.easyridersevents.com.

—Dave Nichols

Photos: Kai R.



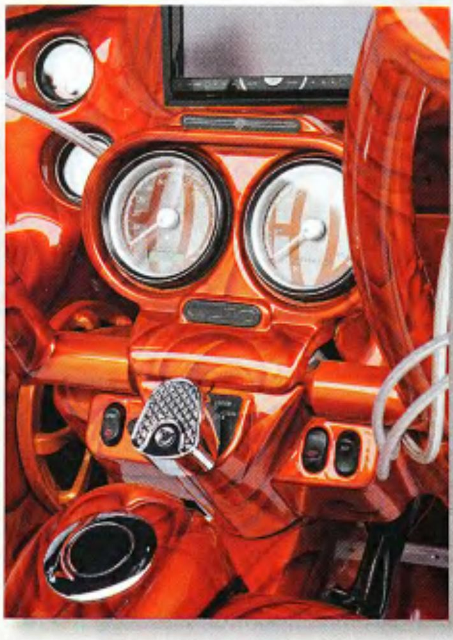


Paul Yaffe's
Bagger Nation

A Shannon Davidson Chopp Shop build means lots of special sheet metal work and this Harley bike got it.

JOE CAMPBELLS' CHOPP SHOP ROAD GLIDE

Built To Ride



Joe Campbell doesn't just show off his bikes, looking for pats on the back and trophies. The guy's a rider, and that's an understatement. From his North Carolina home, Joe and his pals think nothing of throwing a leg over the saddle and pointing the wheels to Daytona, for instance, and of course Myrtle Beach along with every weekend run on the calendar. Heck, when these photos were taken, Joe's bike, this full-on custom, already had something like 6,000 over-the-road miles on it. Look closely and you may even spot a rock chip here or there. It's just part of the deal.

"This is actually the second time we've redone this bike for Joe," Shannon Davidson says. That first go-'round was when Joe brought the Road Glide to The Chopp Shop to get a 26-inch wheel put on up front along with some mild customizing and a basic paint job. Like we said, Joe's a rider, and before going all out on this Harley, he first wanted to make sure the thing would ride and

handle the way he wanted it to with a 26-inch front wheel. Which it did just fine. So shakedown build complete, Joe came back to Shannon's place in Taylorsville, North Carolina, for round number two, this time ordering up a complete soup-to-nuts makeover. "Basically," Shannon says, "we redid the whole bike. It's all new, completely different. We even changed the wheels."

Completely different in Shannon Davidson speak means lots of special sheet metal work and Joe's bike got it. Along with changing the saddlebags and extending them there's an all-new rear fender, a new gas tank, and new side panels, all crafted in steel with a sculpted 3-D look. Shannon and the guys also added a new inner fairing, a chin spoiler, and they changed the handlebars. The new windscreen came from Sinister, Chopp Shop reworked to continue that 3-D look happening most everywhere else on the bike. There's now air suspension front and rear, a couple more Chopp Shop creations. One more thing; the bike has a backup camera, discreetly built into the rear of the seat. Butch Watson at High Roller gets credit for that. Joe can flip it on and check out the touch-screen display to see who's behind him, or leave it on and use it as a rear-view mirror.

And of course the color changed dramatically. Shannon says he spent at least 65 hours putting on this PPG "Oh So Orange" and "Gold Rush," integrating graphics inside both colors in deeper hues of each and burgundy. It's stunning.

Along with all this cosmetic work, Joe didn't forget the engine. It's now a 98-incher, a Twin Cam motor packed solid with lots of go-fast goodies and spinning out about 120 ft.-lbs. of torque.

—Joe Kress

Owner: Joe Campbell, right
City: Wilkesboro, North Carolina
General
Designer: Shannon Davidson
Fabrication: The Chopp Shop
Year/make: 2005 Harley-Davidson
Model: Road Glide
Assembly: The Chopp Shop
Time: 3 months
Chroming: Chrome Masters
Engine
Year/make: 2005 Harley-Davidson TC
Rebuilder: Josh Beaver
Displacement: 98 cu. in.
Ignition: H-D Screamin' Eagle
Cam: T-Man Performance
Carb: EFI
Air cleaner: Renegade
Pipes: D&D
Transmission
Year/make: 2005 Harley-Davidson
Shifting: 5-speed
Painting
Painter: Shannon Davidson
Type/color: PPG/Oh-So-Orange
Frame
Year/make: 2005 Harley-Davidson
Type: Road Glide
Rake: 45 degrees
Stretch: 3 inches
Shocks: Chopp Shop air suspension
Accessories
Bars: HHI
Handlebar controls: Harley-Davidson
Fenders: The Chopp Shop
Headlight: Harley-Davidson
Taillight: The Chopp Shop
Speedo: Harley-Davidson
Pegs: Wicked Image
Foot controls: Performance Machine
Gas tank: The Chopp Shop
Oil tank: Harley-Davidson
Seat: High Rollers
Mirrors: Arlen Ness
Grips: Arlen Ness
Front End
Type: wide glide, Ness
Builder: The Chopp Shop
Wheels
Make: Renegade
Size: 26-inch front, 16-inch rear
Tires: Vee Rubber front, Michelin rear
Brakes: Performance Machine
Photos: Michael Lichter
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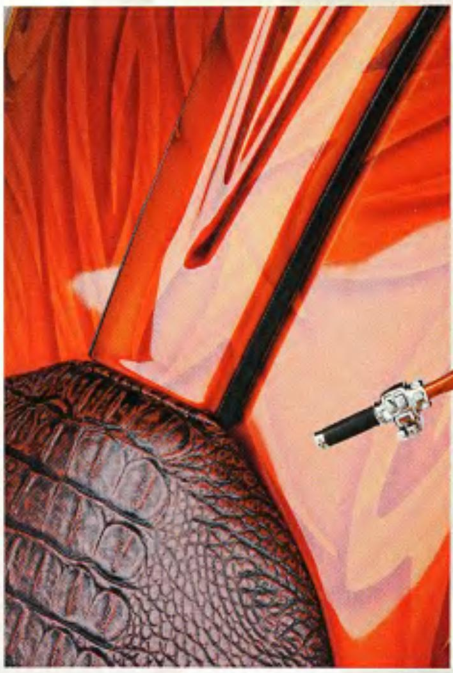

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Meet This Month's Winner!

In this month's mag, meet delicious Danielle from Dallas. Check out her feature in this issue and marvel as she butt-dials her mom (which she did) from the tiny seat of Steve Carr's super badass Sportster.

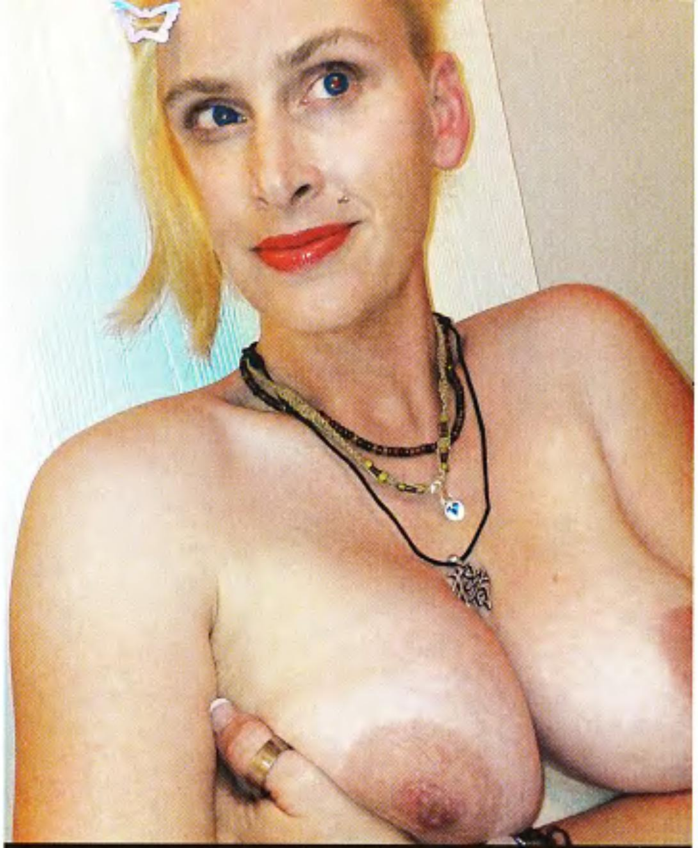
—Moosecock Montana

#0401 Marisa—Massachusetts

"A friend owns Las Vegas Choppers, so on a trip out there I got on the back of one of his badass custom bikes and rode all over Vegas. Been hooked ever since!

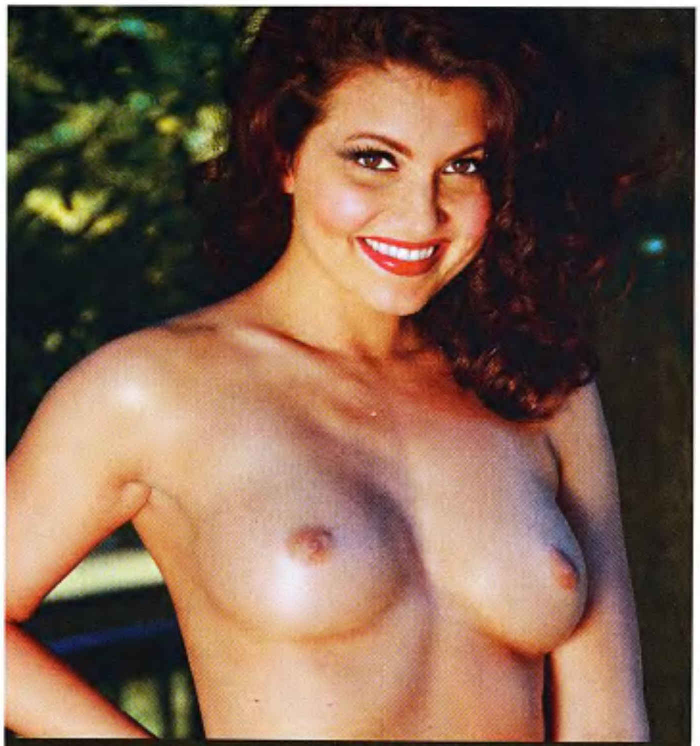
#0402 Amy—Kentucky

"I rode naked through the backwoods of Kentucky on the back of my boyfriend's Harley."



#0403 Stephany—Texas

"The first time I rode on a Harley, the Hog had big saddle-bags, high bars, and a low seat. Loved it!"



#0404 Stephy—Indiana

"The vibration of the bike and the wind in my hair made me feel free, happy, and horny!"

FoxHunt

Win $1,000!

After 40 glorious years of sharing "biker girls next door" with our readers in the monthly Fox Hunt Contest, *Easyriders* is proud to announce that we are doubling up on the winnings! That's right ladies, win $1,000 by being selected as our Fox Hunt Winner of the month and get a photo spread in *Easyriders* magazine! You can also submit your application online by going to www.easyriders.com and clicking on Fox Hunt.

We're looking for the best-looking, real-life, bike-lovin' babes to show their stuff in our pages. If your entry is submitted by a photographer and selected as our monthly winner, the photographer gets $300 for sending in the photo; the Fox Hunt Winner gets $700 for modeling at our studio or choice of location. Girls, send in your own photo and keep the entire $1,000! We'll include round-trip airfare, a personal chaperone and accommodations at a deluxe hotel for the photo shoot.

Applicants must be 18 years of age or older to be considered. The following documents are **required** of each Fox Hunt entrant who submits by mail:

• Entry photos must be topless. **No Polaroids or scanned photos!**

• The release form (on this page) signed and a photocopy of model's driver license.

• A photograph of the model holding the signed release form and her driver license.

Please submit three to five color prints, color slides, or digital images (4x6 300 DPI minimum on a disc). No photos will be returned and all entries become the property of Paisano Publications, LLC. Send your entry to: *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

The contestants are selected by our lecherous staff, and the winner is determined by reader votes, based on how many votes are received in the mail during the voting period. Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to: *Easyriders,* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes, either by mail or online at **www.easyriders.com** (then click on Fox Hunt). The voting deadline is one month after the on sale date of this issue. We'll announce the winner in a future issue of *Easyriders*.

Here's next month's Fox Hunt winner as selected by you petulant pudendas. Meet scorching young Lisa, from equally scorching Phoenix, Arizona. Come back next month or we'll pull all your scrotum hairs out with a large pair of festively decorated barbecue tongs.

490

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I certify that I am at least 18 years of age and am possessed of full legal capacity to execute this authorization. I hereby give Paisano Publications, LLC, its successors and assigns, and those acting under its permission or upon its authority the complete and unrestricted ownership of and right to (a) use, publish, print or exploit for any and all commercial purposes the Photographs submitted with this application, and (b) to use my name and editorial text along with such Photographs, which text is in the sole discretion of Paisano Publications. I further agree that if I am selected as the winner of the contest, I will, subject to the payment of appropriate valuable consideration, sit for an *Easyriders* photo shoot, and this authorization shall extend to photos created from such photo session.

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Home Phone: ( ) Cell Phone: ( )
Date of Birth: I am years of age
I will pose: ❑ Nude ❑ Topless only
Model's Signature:

Photographer's Name:
Address:
City: State: Zip:
Daytime Phone: ( ) Evening Phone: ( )
Photographer's Signature:

Important: Models, please send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley:

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TEMPORARY BAGGAGE

Installing Leatherworks Saddlebags And Easy Brackets

Not every biker wants to cruise around on a really big bike, but many want to hit the road carrying a goodly amount of gear. This happens a lot with Softail owners. Harley's been building the Softail for almost forty years. Its newer Softail models feature custom chopper styling with a 103-inch dual balance-shaft motor and the factory's hidden rear suspension. With that combination, you have a bike that can really roll on down the highway. There's only one thing missing, storage for traveling. You can get around this problem by installing removable saddlebags, which allows you to have the best of both rides.

We decided to fit out our 2012 Softail Blackline with a set removable saddlebags—that way we would have a sharp-looking chopper and a cool highway bagger. Our Blackline is already a great little bar hopper; the bike has one of the Motor Factory's custom paint jobs, 10-inch apes and a Mustang Wide Tripper solo seat. Out back, the taillights have been moved to the license plate mount. For our bags, we picked up a pair of Leatherworks No. 106 saddlebags, then to make them removable we got a set of Easy Brackets.

The saddlebags are made with thick distressed brown leather. They have leather flap type lids with adjustable quick-connect devices on their straps. We ordered them in brown to give a contrast to the bike's red flames. Leatherworks' website had over twenty-five styles from which to choose.

The Easy Brackets saddlebag mounts use some trick attaching devices. They designed their mounting system to use key locking latch mechanism. The saddlebag mounts are very user friendly; once the hardware is installed, you don't need any tools to install or remove the saddlebags, just their locking key.

When we got the parts, it took the better part of an afternoon to install them. The Easy Brackets saddlebag mounting installation instructions were great; they came with very clear step-by-step listing of which parts to use and how they fit, and they have a video of doing it on their website. The hardware kit that attaches the Easy Brackets to the saddlebags was also complete and straightforward. After the brackets were installed, fitting the saddlebags was just a couple minute deal.

Now our Blackline can be anything from its cool cruising self, to a highway flyer. The bike not only looks great but also offers the utility to carry our cameras and lunch.

—Bugle

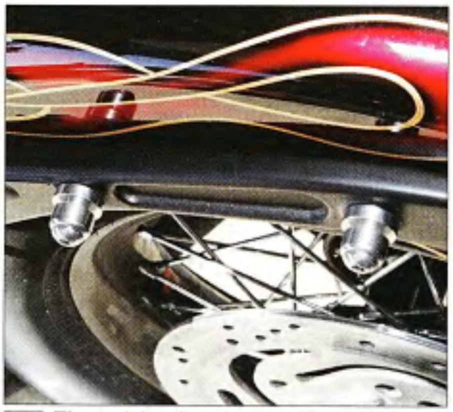
Leatherworks
209-983-9200
www.leatherworksinc.com

Easy Brackets
866-521-3024
www.easybrackets.com

1 The Leatherworks saddlebags are made from thick leather with heavy-duty reinforced backs. The leather straps have hidden quick-release clips.

2 The Easy Brackets quick release saddlebag mounting bracket kit includes everything you need to install the saddlebags.

3 Our starting point, a mildly customized 2012 Softail Blackline; we thought that its paint job would blend right in with the brown bags.



4 The quick-release mounting points get installed in place of the fender strut mounting bolts.

5 The right side Easy Bracket was then installed on the bike.

6 The right side saddlebag was lined up level with the fender strut and secured to the Easy Bracket with wide masking tape.

7 We had also put masking tape on the back of the saddlebag to mark through the holes in the Easy Brackets.

8 We drilled mounting holes on the marks we had made; we actually checked the marks three times before we drilled. To help keep their shape, the saddlebag's rear panel is heavily reinforced.

9 Each of the saddlebags was mounted to the Easy Brackets with four bolts, which were included in the Easy Bracket hardware kit.

10 Now, installing the saddlebags takes less time than to read this sentence! You will notice that the saddlebags have convenient carrying handles.

Photos: John Sullivan

ILLINOIS MOTORCYCLE FREEDOM RUN

Think back to 2003 during the invasion of Iraq when President Bush set out "to disarm Iraq of weapons of mass destruction, to end Saddam Hussein's support for terrorism, and to free the Iraqi people." By February 18, there were 100,000 U.S. troops assembled in Kuwait ready for the invasion. From January 3 to April 12, more than 36 million Americans protested at almost 3,000 events in major cities around the world against the Iraq war.

In March of that year, more than 10,000 anti-war protestors started downtown at the Federal Building in Chicago, heading up Michigan Avenue and on to Lake Shore Drive, blocking traffic in both directions. Hearing about the protest, a group of Chicago ABATE members called all of their local M/C friends and decided to put together a ride downtown to show support for our troops in Iraq. They found a bunch of war protestors, with no regard for our men and women, ready and waiting to deploy. One of the founding Freedom Run members, Tom Yarber, says, "No, we don't support war, but we support our men and women. When bikers arrived downtown, they started raisin' hell, makin' sure that everybody out there is supportin' our troops." They were protesting the protestors! Tension was high, the protestors began retaliating against the bikers and then the police told the bikers to leave. As they left, they were infuriated with the attitudes of the protesters. What could they do to support our troops?

After they left the protest, Tony Cutrano and Jerry Kuczera stopped by the Third Down Bar for a couple of beers and a came up with the idea to pay their respects and support the first fallen Middle East War Veteran from Illinois, Captain Ryan A. Beaupre, U.S.M.C. from St. Ann. Working with the town, the date was set for a ceremony and picnic to honor this soldier as well as any other fallen soldiers from St. Ann. A memorial monument was erected in the park, food and drink was arranged by generous biker connections, and they were hoping to have about 700

people attend. Many of the 1,250 residences did attend the event, but as the bikers continued arriving, the turnout was awe-inspiring, with more than 8,000 motorcycles, all decorated in red, white, and blue. At the end of the day Tony and Jerry were satisfied, but they had even bigger plans.

They proposed building a permanent and ongoing memorial wall to honor all of the fallen soldiers from any Middle East War conflict since 1979. It would be the first war memorial built to honor the fallen soldiers from a war still in progress. After much research and many meetings, Jerry and Tony found the perfect spot: Marseilles, Illinois. It is a community of approximately 5,000 people, about 80 miles west of Chicago, nestled along the banks of the Illinois River. Working together with the City of Marseilles and MTCO, the local cell phone provider, the Freedom Run organizers finally had secured a permanent site for the memorial wall.

Between bikers, locals, and corporations, the volunteer effort and donations poured in. Hours of manpower, thousands of dollars for materials, excavation of the site, parking, access, and ongoing maintenance was just the beginning of making it all work. This year's event was plagued with the tremendous Midwestern summer storms, including a tornado but everyone pulled together to get the site ready for the event.

At 6 a.m. on the third Saturday in June, the bikes start arriving at the Grundy County Fairgrounds from all directions, for the start of the Illinois Freedom Run. After a pancake breakfast, the riders made the 40-mile ride to Marsallies to find the town decked out in red, white, and blue. Locals were lined up to cheer and wave flags as the bikes made their way into town and toward the memorial at the river.

This year, 226 names were added to the wall, making over 7,500 names added to date. These names represent all of the fallen soldiers in the United States that have served in ANY of the Middle Eastern Conflicts. Centrally located in Illinois, just off Interstate 80, family and friends come from all over the country to show their respect for the fallen soldiers. The mission of the Freedom Run is to raise funds, which are donated to the families of the fallen.

The formal program began at one in the afternoon with introductions, a prayer, a color guard presentation of flags, the Pledge of Alligence followed by the National Anthem, a flyover and a 21-gun salute. This year the Run celebrated the female soldiers involved in the war. The high-spirited, keynote speaker for the day was Sharon Allen, who shared many of her stories about her tours in Afghanistan, adding a bit of humor to the tough reality of war. "Not your typical female job," she says, but Sharon embraced it with true determination and dedication. Several people were honored with special awards and presentations.

In 2014, the event will take place on June 21—add it to your summer riding adventures. Visit www.ilmotorcyclefreedomrun.org for more information.

—Pam Proctor

Photos: Pam Proctor

GRIPS THAT HAVE COMFORT WITH STYLE

Custom Grips From RC Components

How many bikes have you seen that have custom billet grips? We have seen a lot—some are great looking others are not. The one thing that most custom grips have in common, though, is lack of comfort. This has not been lost on RC Components, which has developed a line of custom styled grips that combine a cushion grip surface with machined billet end caps.

The new grips from RC Components have a cushion area where the palms and fingers of the rider's hands come in contact with the grips. When you look at them, you will notice that they have three raised cushion bands, for the inside of your hands. These bands allow you to control the throttle and bars without squeezing hard. This relaxed grip cuts down on rider fatigue. The ends of the grips are fitted with machined billet caps that complement the styling used in the company's exhaust systems.

The grips are available in three styles: Excalibur, Gatlin, and Rival, and they fit most H-D bikes from 1973 to present; throttle-by-wire or regular-cable operated throttle. Each style is available in chrome or their Eclipse two-tone black/aluminum finish. We chose the Excalibur Eclipse grips.

Installing RC's grips is no different than a factory grip install. On a 2009 Heritage, we only needed a No. 25 Torx driver, a pair of 3/8- inch end wrenches and an hour. Riding the bike was even better, though the Excalibur Eclipse grips have the look of a full-on custom product, yet they are as comfortable as any grips we have ever tried

—Bugle

RC Components
www.rccomponents.com
888-721-6495

1 The new Excalibur Eclipse grips from RC Components are as comfortable as they are stylish.

2 To install the throttle grip, loosen the throttle cable adjusters and loosen the two screws that attach the front brake control lever clamp. Remove the two screws in the switch housing. Disengage the ends of the throttle cables from the end of the grip and pull the grip off the end of the handlebar. A throttle-by-wire bike is even easier.

3 The new throttle grip is slipped over the bar end and the cable end adaptors installed. The switch housings fitted over the end of the grips and secured with the two screws. The last thing is adjusting the throttle cable housings

4 On the left side, the factory grip is cut off of the bar. The new RC grip is secured with the included glue-tape, which is wrapped around the bar end.

Photos: John Sullivan

5 The grip is then slipped over the glue-tape; once the glue has set, the grip isn't coming off. Notice how much rubber contact area the Excalibur grip has? This acts to eliminate the transfer of handlebar vibration to your hands.

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TISHA TAKES A RIDE

The usual gang of ruffians and ne'er-do-wells were carousing at Pug's the night she walked in. My own group of brothers and I were there planning our next road trip while Johnny Cash walked the line in the background. It was gonna be a long haul… straight through to Biketoberfest with a few beach stops along the way. The front door swung open with a "bang" and our heads popped up to check out the cause of the ruckus. We were all surprised to see a 70-something tall drink of water come strolling into the place. She wore her silver hair in a ponytail, pulled back tight, like a middle school librarian. Her glasses were perched on the end of her nose to complete the look. She held her head up high in order to peer through the lenses of her specs and that gave her an air of superiority. She wore tight jeans and oversized leathers and the look on her face said she was all business.

"I'm here for my first ride on a Harley, anybody wanna give it to me?" she said with conviction.

"Yeah I'll give it to ya lady." Said Crazy Kenny, our resident wrench and wise guy. The place erupted in laughter.

"Let's understand something boys." The silver-haired toughy continued. "I'm not here to be disrespected, patronized, or abused. I'll get respect and I'll give it back to those who deserve it, but I won't tolerate mouthy wisecracks at my expense. Now I'll repeat myself, I want a ride on one of those big hawgs out front…and I want it, NOW! So who is gonna give me a ride?"

"I'm sorry mam. No disrespect intended. When I'm handed a line, I just automatically toss out a wisecrack. It's in my nature." Ken said as he stuck out his hand for a shake. "I'd be happy to take you for that ride if you'll do me the honor."

Ken looked back at the rest of us with a sly grin. The silver haired old broad reached out to shake Ken's hand, "I'm Letisha Holmes but you all can call me Tisha, and I'll take that ride right now if you don't mind."

"Sure thing Tisha, just let me finish my beer and we'll get to it." Tisha reached for Crazy Ken's beer and downed it in three gulps.

"I'll buy you a few rounds when we get back all in one piece. For now I'd like you as sober as possible. Remember this is my *first* ride on a hawg," Tisha said sternly.

We all watched as Ken walked the stern old girl out to his chopper. He primed and kicked the panhead to life and let her settle into her lopey idle. He reached out his hand to help Tisha over the sissybar but she just stepped up on a peg and threw her leg over like a pro. Ken slid a leg over, kicked up the stand, looked left, and tore on off, pipes roaring.

The way Ken tells it he had to pull over about a mile up the road and read Tisha the riot act as she was jabber jawin' right from the get go. "Look Mam, when my hands are on the grips and both wheels are spinnin' beneath us, I'm THE BOSS. I don't need distractions and I don't ride for conversation. I ride for the ride…so hang on, keep still, and unless you see a cop I don't see, KEEP QUIET!" Ken remounted and off they went.

Tisha was quiet for all of five miles while Ken pushed her hard through the twisties. He was canyon carvin' pretty damned good considering how long and low the chop was. He dragged the stand in the lefthanders and his forward peg in the righthanders but when the road went straight Tisha started in again.

"Faster dammit. Faster," she yelled in Ken's ear.

Ken sighed and twisted the throttle to the stops just to test the old gal's limits. All Tisha did was whoop and holler and Ken could see her huge, yellow toothed grin in his rearview. He smiled and understood.

After a 45-mile loop, the boys at Pug's could hear the pan returning. Ken backed the pan neatly into his waiting space, kicked down the stand and let the chop lean over onto it. He dismounted and once again reached out a hand to help Tisha. This time she grabbed it, dismounted, and planted a big kiss on Kenny's cheek.

"You're good kid for bein' so patient with me, Kenny." She said through the grin that was still glued to her face. "And you're a damned good hawg rider as well. How'd I do?"

"Well ma'm, once you stopped your jawin' you turned out to be one of the best passengers I've ever had on that p-pad. I'll give you a ride anywhere anytime." He said it and meant it.

"I think I'd like the next ride to be on my own hawg if you'd be kind enough to teach me, and please stop callin' me ma'm. It's Tisha to my friends. Now let me buy you those beers I promised ya."

Ken wasn't exactly thrilled at the idea of teachin' a newbie to ride. Especially a creak boned old newbie, but over the course of a few weeks she had convinced him.

She had bought herself a restored Sportster 1000, circa 1987. The thing was pretty stock except for some open, black, shorty pipes. Ken was impressed with the progress she had made and when he followed her up the canyon roads one night he knew she was a natural and she'd be fine. The little Sporty left the long chop in the dust and, last he saw of her that night, she was headed out onto the straights with 10-inch blue and orange flames belching out those shortys. Damned thing sounded like a funny car as it roared away from him.

Ken rolled on back to Pug's and as he walked in, he was greeted with a few wisecracks, and some questions from his brothers.

"So what's the deal with your student?" asked Jug.

"Yeah when does she graduate brother? Looks like you might be sweet on the old broad," said Mighty Mike with a shit-eatin' grin.

Ken smiled and took it all in stride. He knew his brothers, and he also knew they were just givin' him some good-natured ribbing. They all knew Tisha's story. She had told it one night at Pug's after a few hours of riding lessons.

Tisha had downed a few beers with all the guys when she reached into her shirt and pulled out a small vial that was hanging from her neck by a strand of rawhide. She stood the vial reverently on the bar and stated, "That's all that's left of my husband, Don. He was the finest man I have ever known." The brothers all grew quiet as she continued. "We were joined at the hip. If he was cut, I bled. If I was blue, he was too. For thirty five years we traveled this great country of ours in our semi."

Tisha began to speak in quiet tones. "I tried a few times to get him to retire so we could do all the things we had planned to do in our golden years, but he wanted to keep working just a few more years so that we could do it all in style, as he was so fond of saying."

Tisha seemed to choke back a sob, "To kill time on long road trips, we put together a wish list of all the things we'd do when we had the money and time. You know the deal boys, we'd pay off the house, travel to far off places, bungee jump, sky dive, all the usual corny stuff, but more than anything we both wanted to travel the USA on big old Harley's." Tisha smiled then, and rolled the small vial of ashes around in her fingers.

"I guess not all dreams are meant to come true. I came up pretty sick for a few months and Don stayed out on the road to pay the bills and the co-pays that were mounting up. One night the doorbell rang and two State Troopers let me know as gently as they knew how that Don had been killed when he attempted to avoid a texting teen. In his belongings they found our "wish list" notebook. On the last page, in Don's terrible handwriting, were a few paragraphs from him, which more or less said, "If I go before you Tish, promise me you'll get that hawg and travel just like we always said we would."

"I could never break a promise to my Don, so I came in here lookin' for a little courage and hope and you boys gave it to me, especially Crazy Kenny. I thank you and Don thanks you. I'll be leavin' when Kenny says I'm ready."

Tisha rehung the vial from her neck and tucked it gently down her shirt. She buttoned up her jacket and began to pull on her shorty gloves. She wished everyone well, ordered a final round for the boys, then turned and walked towards the door, she turned and blew a kiss their way, pushed open the door and disappeared into the warm night.

The pegboard behind the bar that once held bawdy photos and baseball cards now holds the post cards that Tisha sends every month. They are all addressed to "Kenny and the boys'" and every one has "Thank You" written on the back in big red letters.

—Z. Jakl

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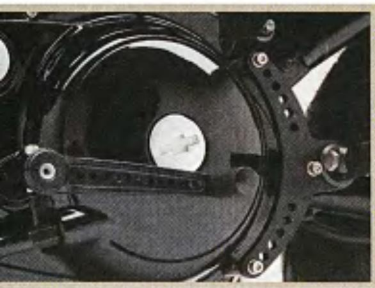
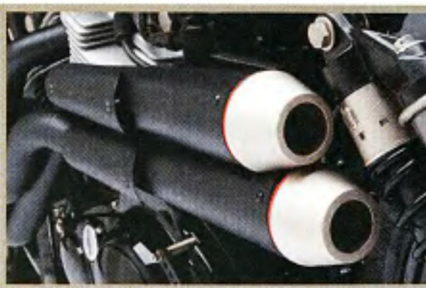
Ahead Of Their Time... Again

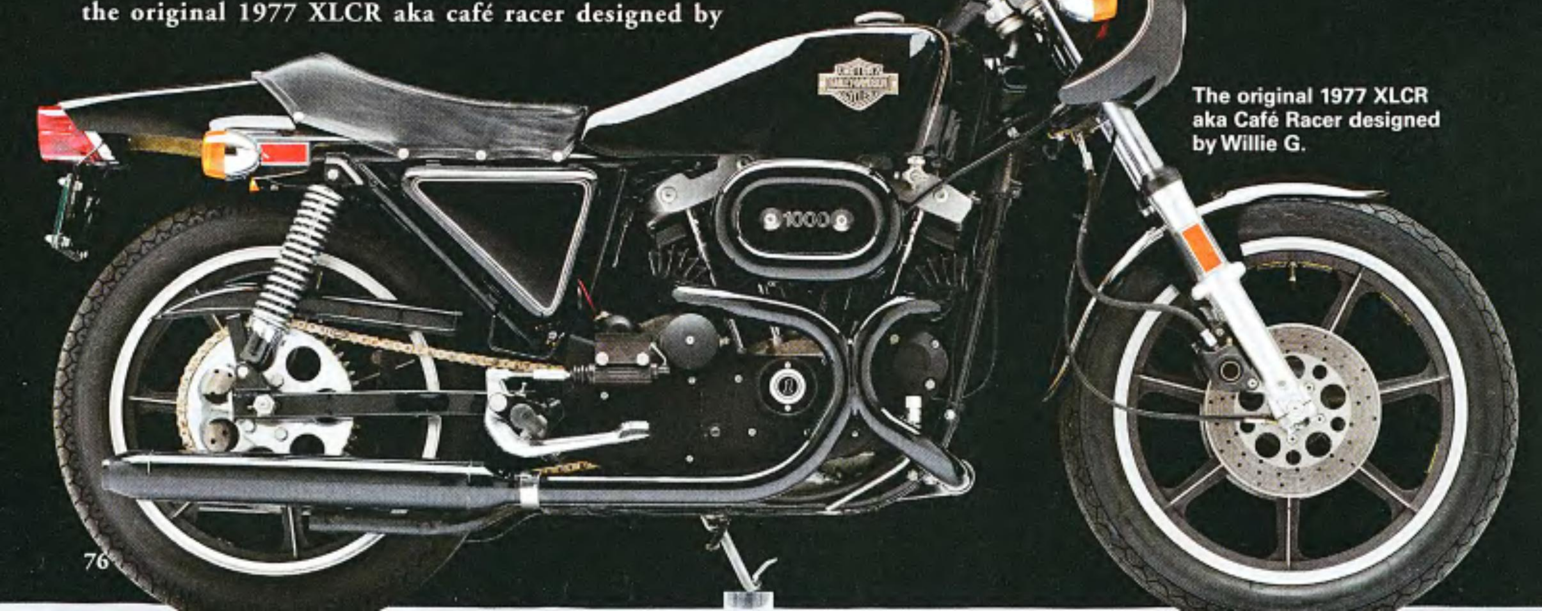
RAY DREA'S WILLIE G. CAFÉ RACER TRIBUTE XR1000

Café Racer Tribute XR1000 designed by Ray Drea.



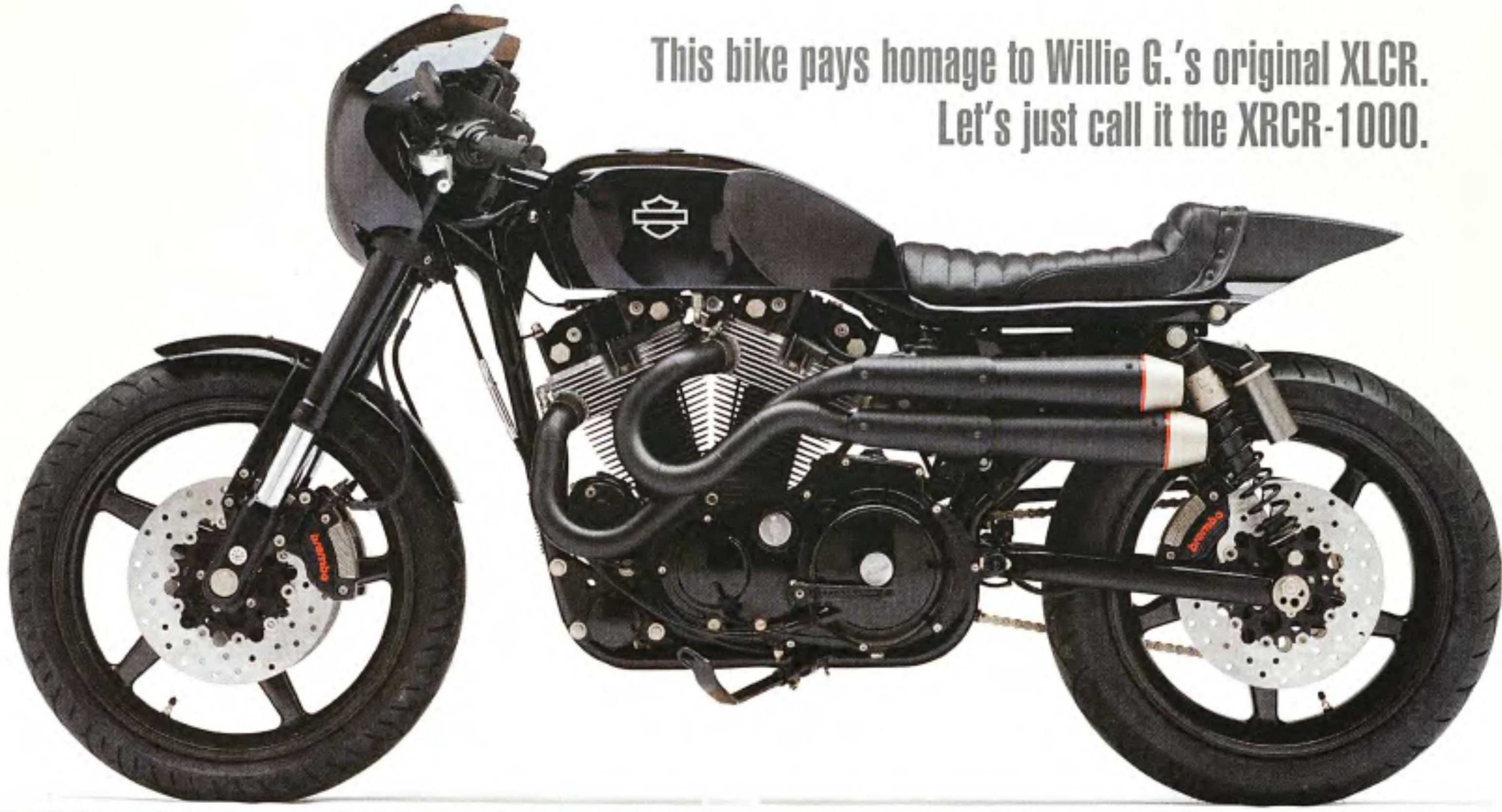


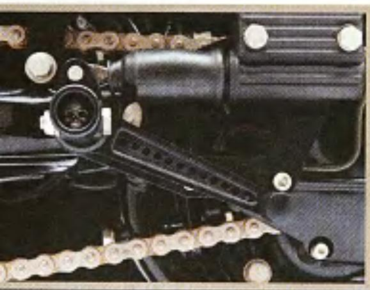
What do you get when you put together Harley-Davidson's Chief Stylist Ray Drea, to whom Willie G. Davidson passed the Motor Company's creative baton in 2012, and a direct link between two of Harley's controversial "experiments" that after the passage of decades now stand at the top of the "collectible cool bike" A-list? You get what you see here—the original 1977 XLCR aka café racer designed by

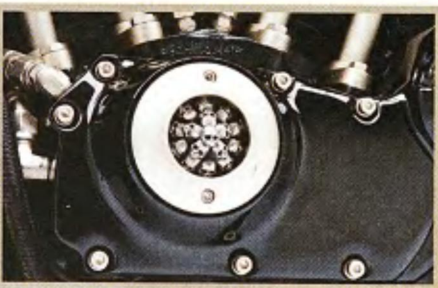


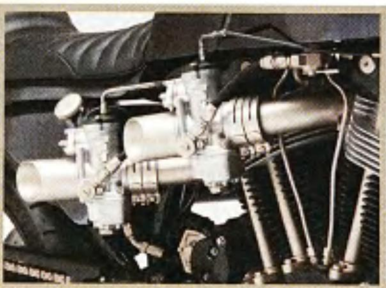
The original 1977 XLCR aka Café Racer designed by Willie G.

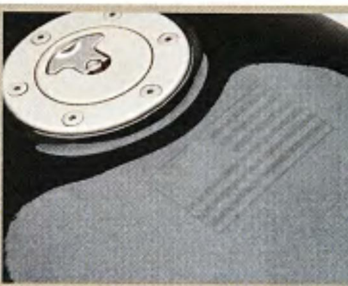
This bike pays homage to Willie G.'s original XLCR. Let's just call it the XRCR-1000.





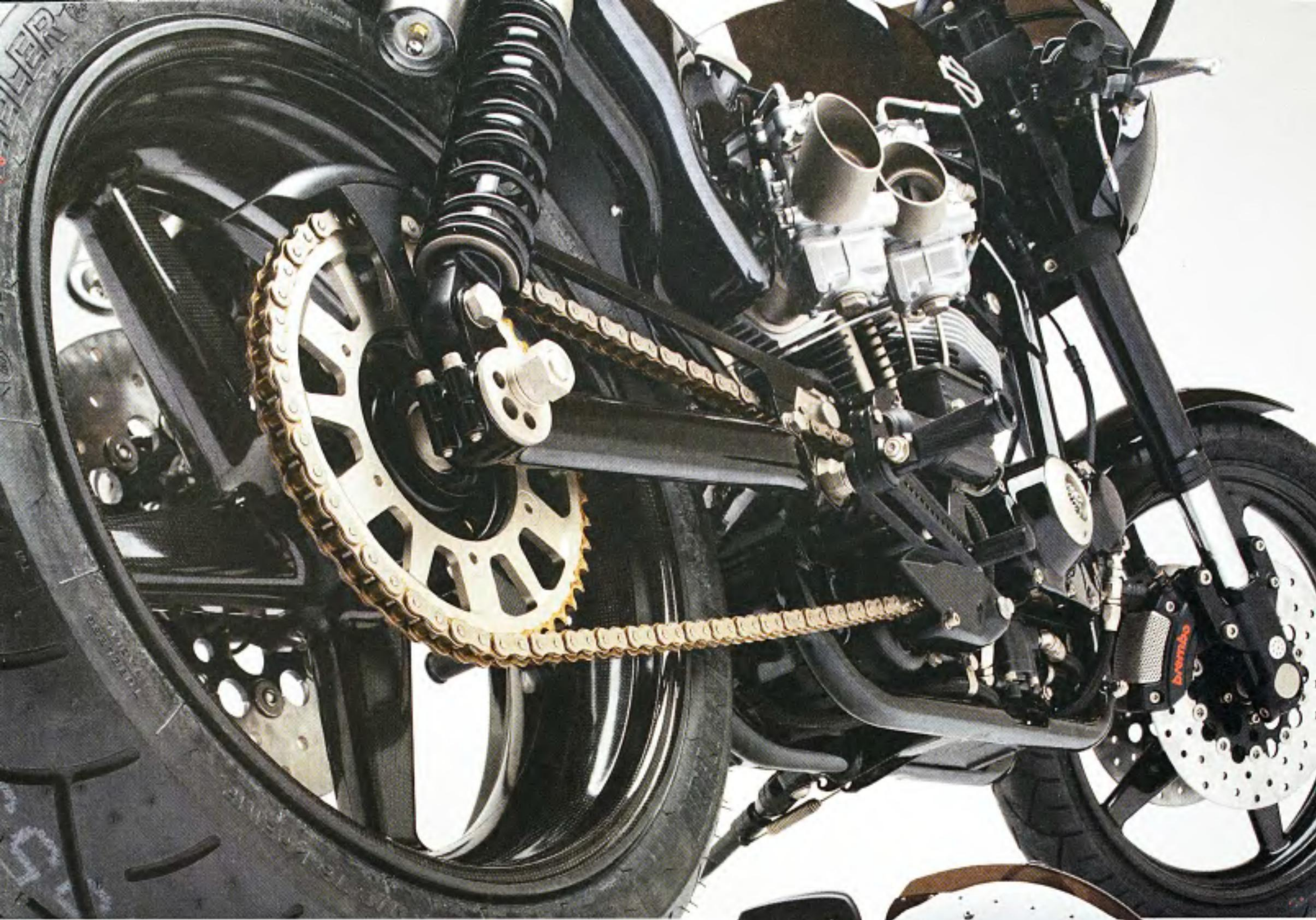






Willie G. and the 2013 one-off designed by Ray Drea and built around a 1984 XR-1000 factory production bike.

The XLCR and XR-1000, when first introduced in the 1970s and 1980s, respectively, were not exactly big marketing successes, at least not setting fires of interest within the traditional-minded Harley community. You could say they were both ahead of their time.



The all-black XLCR, based around the iconic Sportster, wore a lean, mean, svelte European race-inspired look with sharply sculpted lines. It was offered for only two years, 1977-1978. In 1984, the XR-1000, inspired by the no frills/all thrills H-D dirt track racer, appeared on the scene. It sported a smallish gas tank and biggish motor, plus massive Italian carbs that stuck out big time. It was a one-year model. Both bikes also carried a hefty price tag compared to other sport bikes of their day. But there was major magic in both of them; it just took time for people to catch up with the fact.

Ray Drea was inspired to merge the best of both bikes into what is easily a quintessential embodiment of a 21st American sportbike, let's just call it an XRCR-1000. It seems the initial spark was lit when Michael Lichter was thinking of putting together a bike exhibition in Sturgis based on the theme of café racers. "For me it all starts with the motor and what would you do for more contemporary components, plus more

race-inspired cues," Ray tells us. "Besides building it for the Lichter show in Sturgis, it was to pay homage to Willie G. and the bike he built in 1977."

Toward that goal, Ray acquired a1984 XR1000 and used it as the basis for his re-envisioned XLCR, including its inverted front forks and Brembo brakes. In addition to beefing up the motor, he called upon metal magician Mike Lange who hand fabricated everything out of aluminum, including the gas tank, tail section, fairing, and front fender. For the set of high pipes, he went to Lock Baker and to Electroless Nickel to treat all the pieces normally chromed as well as all the fasteners and even the Dell'orto carbs creating a warm rich finish especially when contrasted with the black. The XR's frame took on the mods necessary to accommodate the new body parts and also benefited from a custom swingarm fabbed by Mike Lange.

Matt Bohn sprayed the black candy over all the raw aluminum surfaces so that its semi-transparency reveals the underlying metal's unique "patina." Ray also created an image of an American flag that was burnished into the polished aluminum on the top of the gas tank, then sprayed over it with the candy paint so that it "floats" through like a hologram. For weight reduction Ray went for carbon fiber wheels and also wanted "meatier" tires than the originals to give it a more racer's stance. Summing it up, Ray says, "It's a nice, tight package."

Willie G. made history back in 1977 with his XLCR, and now Ray's re-made history himself. Now whether Milwaukee should/could/would figure out that he's on to something...well, that's its call. What's the reaction been so far to Ray's XRCR-1000? There was a wave of positive responses and offers of a new home, but one stood way out. Says Ray, "I wanted to keep it on the road for a bit, and then I'm dropping it off at Willie's house."

—Paul Garson

Owner: Ray Drea (left)
City: Whitefish Bay, New York
GENERAL
Designer: Ray Drea
Year/make: 1984 Harley-Davidson
Model: XR1000
Assembly: Mike Lange
Time: 3 months
Chroming: Electroless Nickel
ENGINE
Year/make: 1984 Harley-Davidson
Model: XR-1000
Rebuilder: Mike Lange
Displacement: 1000 cu. in.
Carb(s): Dual Dell'ortos
Air cleaner: Mike Lange
Pipes: Lock Baker
TRANSMISSION
Year/make: 1984 Harley-Davidson
Modifications: 1986 primary mod
Shifting: foot
PAINT
Painter: Matt Bohn
Type/color: PPG/black candy over polished aluminum
FRAME
Year: 1984
Builder: Harley-Davidson, Mike Lange modified Sportster
Rake: Harley-Davidson
Stretch: Harley-Davidson
Shocks: modified Showa
ACCESSORIES
Bars: clip-ons
Handlebar controls: Harley-Davidson
Fender: Mike Lange
Headlight: Harley-Davidson
Taillight: Harley-Davidson LED
Speedo: Dakota Digital
Electrics: Dave Dickinson
Gas tank: Mike Lange
Oil tank: Mike Lange
Oil system: Harley-Davidson
Seat: Rob Jenson
Pegs: Storz modified
Mirrors: Harley-Davidson
Grips: Avon
FORKS
Type: Harley-Davidson, Showa XR1200 inverted
Builder: Harley-Davidson
WHEELS
Size: 19-inch front, 18-inch rear
Wheels: carbon fiber, Dymag
Tires: Metzeler
Brakes: Brembo disc
Photos: Michael Lichter

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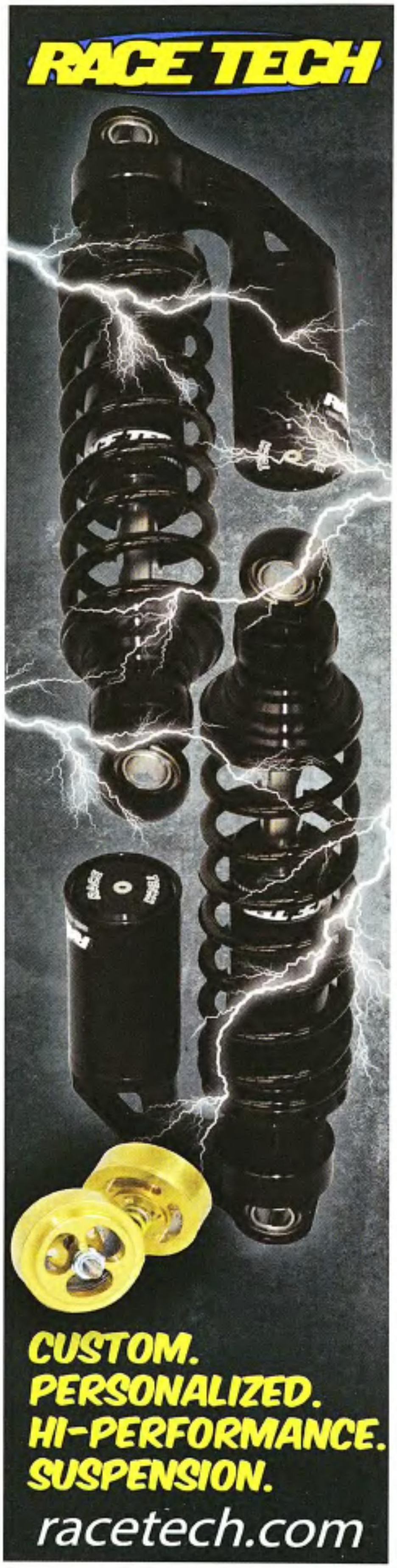
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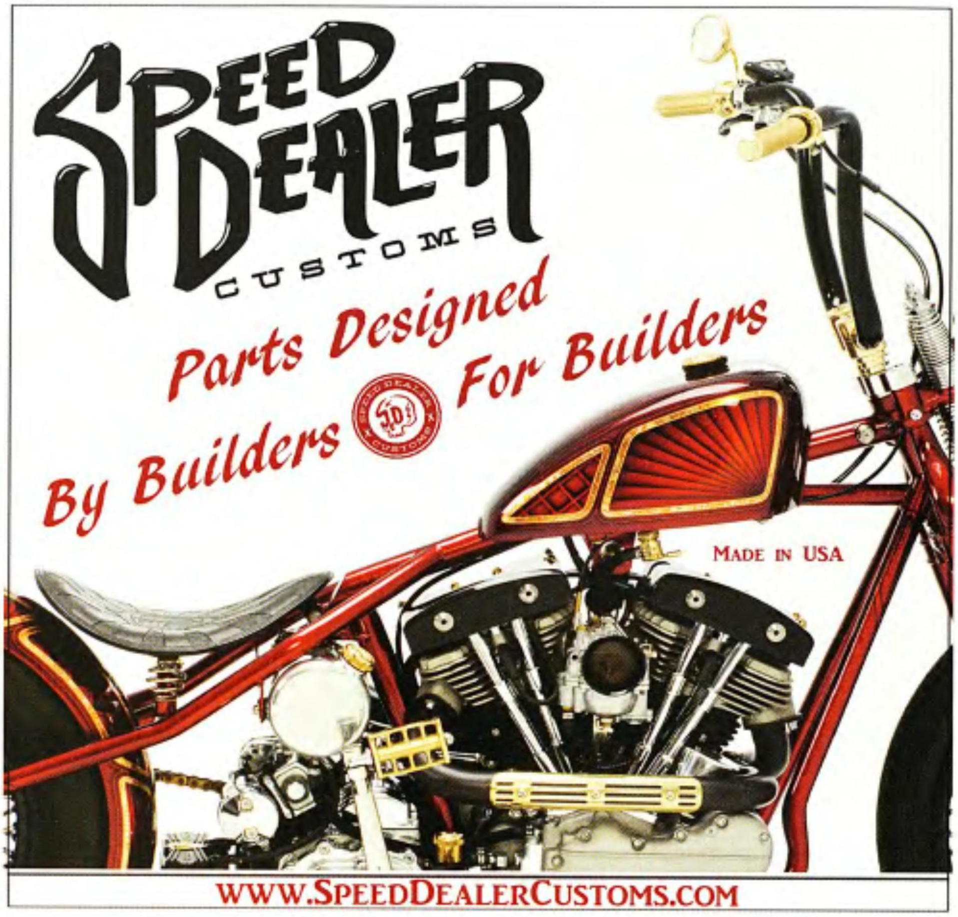
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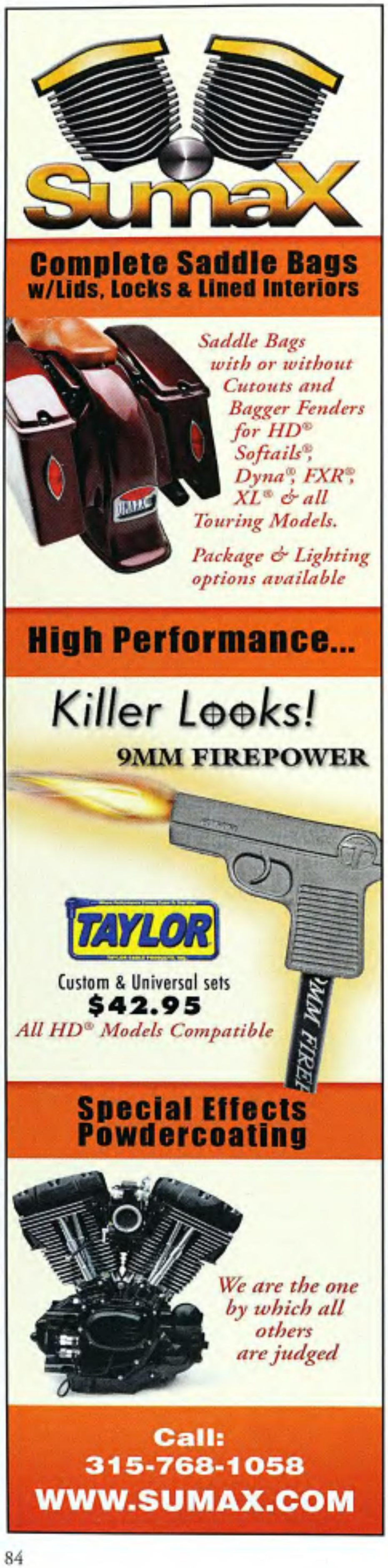

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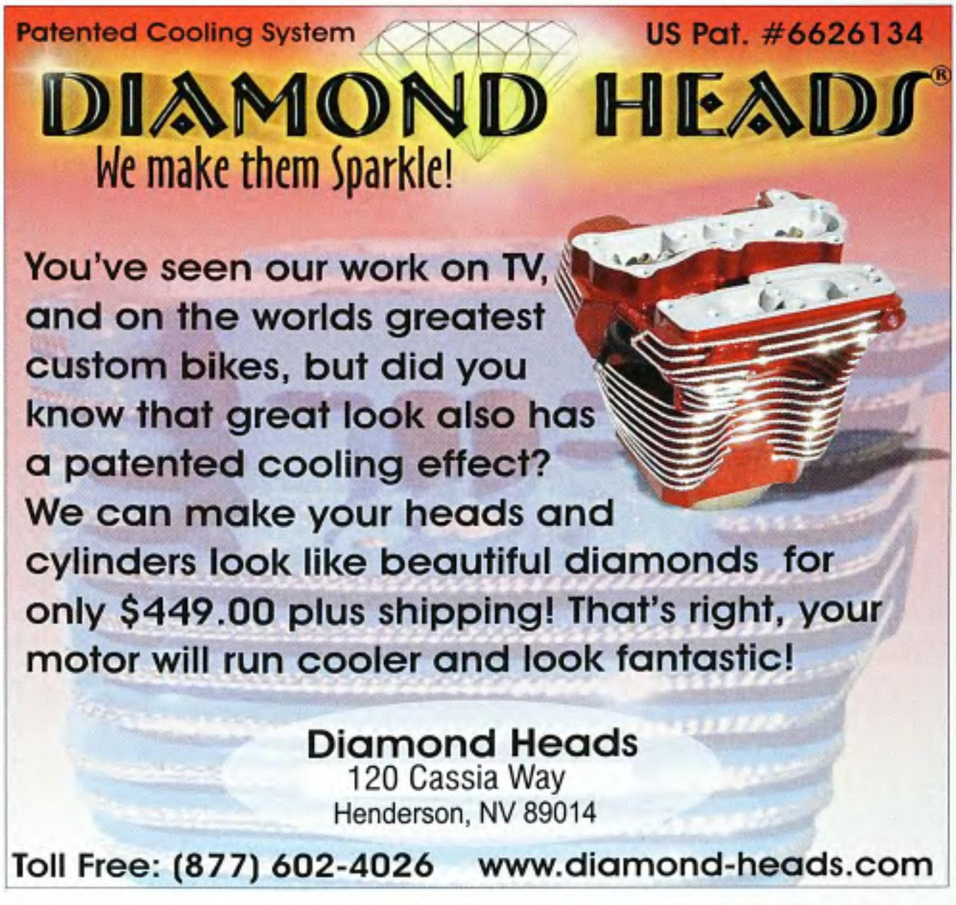

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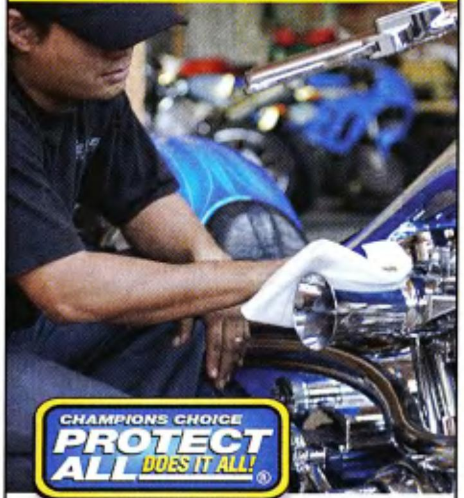

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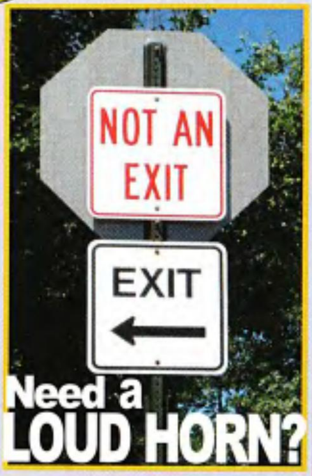

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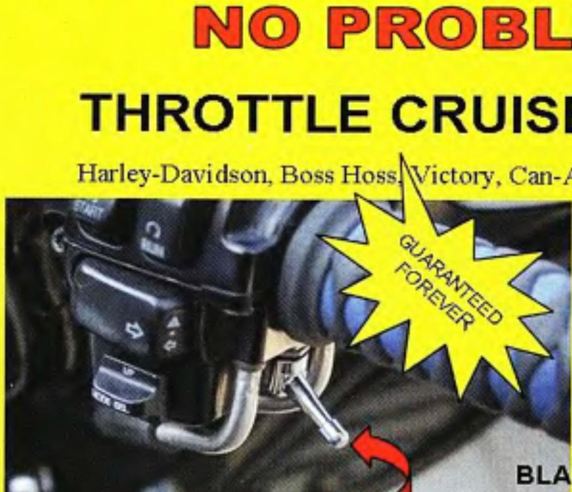

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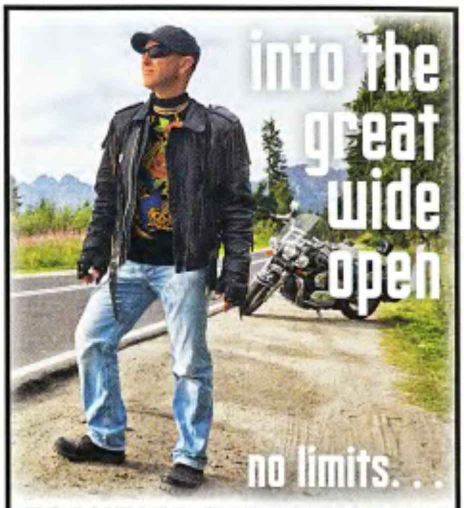

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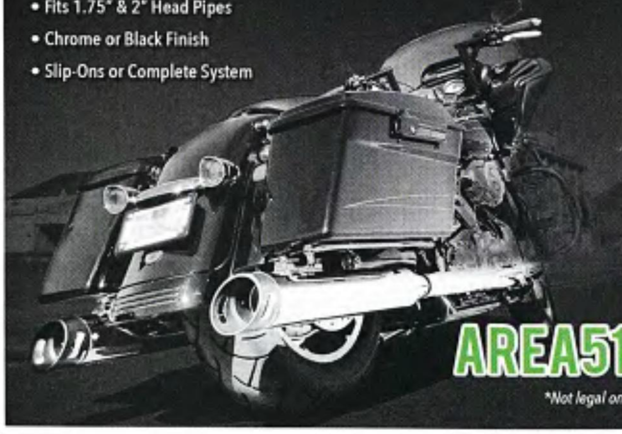

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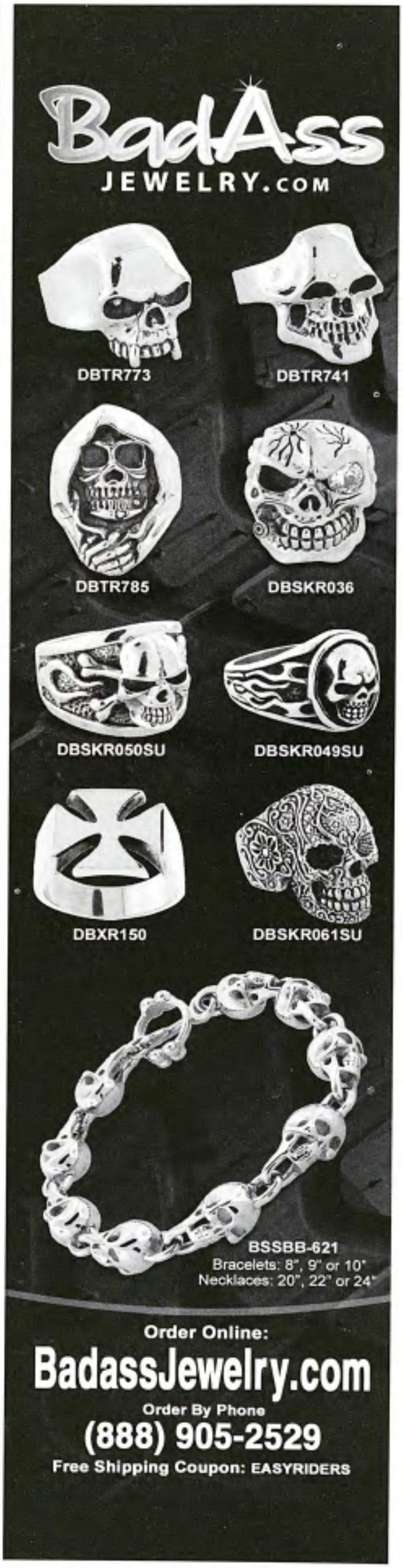

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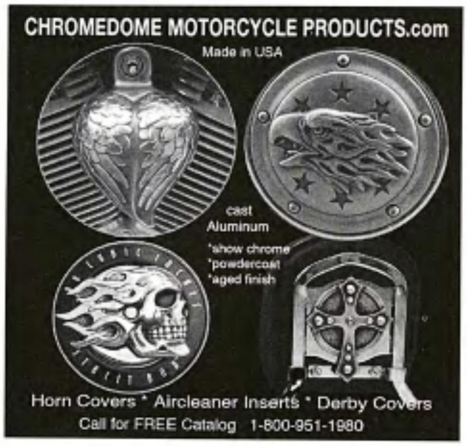
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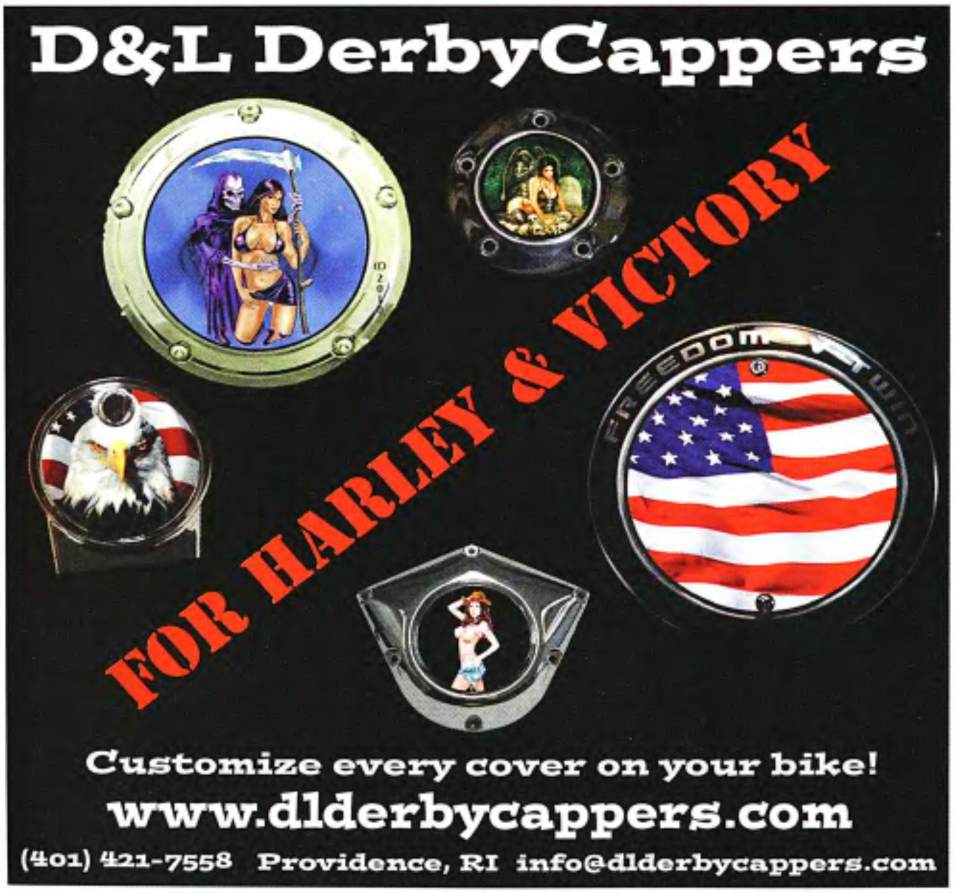
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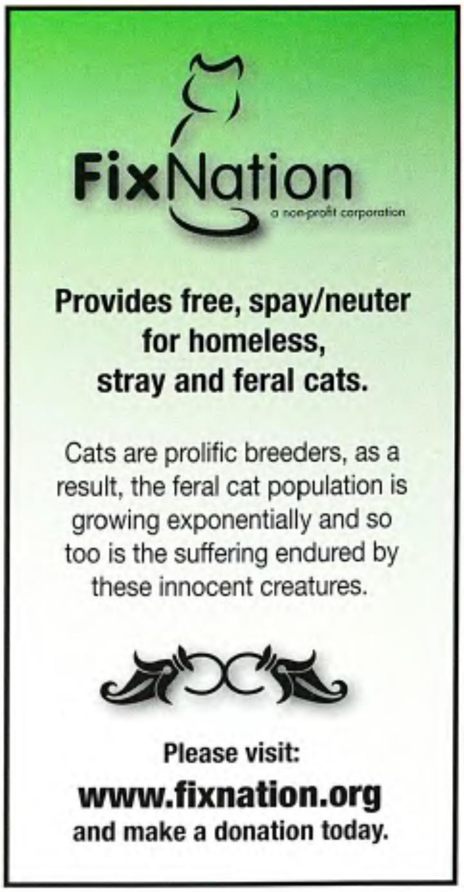
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Trackster

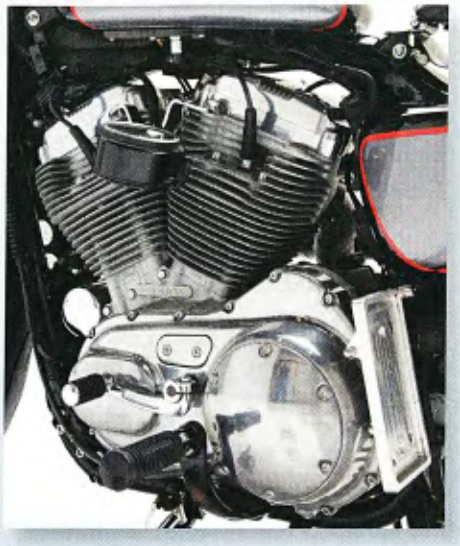
TWO-WHEEL TIME TRAVEL OR NUEVO-ANTIQUE

What if a motorcycle racing daredevil from 1913 had the ability to travel forward in time—let's say, 100 years into the future. Impossible you say? That could take numerous trips to an alternate universe through a spinning black hole. Steve Carr of Lightning Rod Motorcycles teleports the modern day marvel of Harley-Davidson's 883 Sportster back in time with this old-style, board track racer custom.

The concept for the "Trackster" began after a phone conversation between Steve and the bike's owner Danny Toole, who told Steve to, "Come by and get a check." Besides fronting the money for the build, Danny walked Steve through his ample collection of motorcycles, pointed at this innocent-looking 883, and said, "Take this one." Back at Lightning Rod Motorcycles, Steve began cutting out huge cardboard wheels to begin the mock-up phase of the project. The greatest challenge was to find the perfect fender and swingarm geometry that would allow him to run 23-inch diameter Renegade Raptor wheels front and rear while maintaining the factory ride height. Steve won't tell how he discovered which final belt drive to use, but a V-Rod belt works a treat.

Steve told us that living in Samson, Alabama, is like living on an island in the Florida Keys, only instead of being surrounded by sunshine and ocean waves, you are surrounded by peanut and corn farms. Hmm. The Samson community named Lightning Rod Motorcycles its 2013 business of the year, especially since locals and travelers alike stop by every day. Everyone seems to have the same question, "Is that a Sportster?" The fact is, the completely stock drivetrain has never been removed from the frame and the factory wiring was practically untouched. The H-D factory front end was traded for a 2-inch-under Paughco springer unit and the swingarm was stretched four more inches. Other than that, it is a pure stock, 883 Sportster!

You don't have to throw your money at all the custom high-dollar parts you can find.



"You don't have to throw your money at all the custom high-dollar parts you can find," Steve advises. "You can build your own stock Sportster into something even better than this." His favorite ride is on a perfectly paved section of Highway 87 between the Alabama towns of Samson and Enterprise.

The Trackster's owner Danny was nice enough to let this month's Fox Hunt winner, the poon-dang-tastic Danielle offers proof that this retro-futuristic machine was not only a dream, but a real leg-wettin' ride.

Geronimo!

—*Doctor Cheese*

The Samson community named Lightning Rod Motorcycles its 2013 business of the year.

Owner: Danny Toole
City: Enterprise, Alabama
GENERAL
Fabrication: Steve Carr
Model: 2007 883 Trackster
Assembly: Steve Carr
Time: 3 months
ENGINE
Year/make: 2007 Harley-Davidson
Displacement: 54 cubic inches
Ignition: Harley-Davidson
Cam: Harley-Davidson
Induction: Harley-Davidson EFI
Air Cleaner: Big Sucker
Pipes: Pipe Dreamz
TRANSMISSION
Year/make: 2007 Harley-Davidson
Type: 5-speed
PAINT
Painter: Panama Dave
Type/color: PPG/black and silver
FRAME
Year/make: 2007 Harley-Davidson
Type: XLH 883
Rake: stock
Stretch: stock
Shocks: Harley-Davidson
Modifications: 4-inch extended swingarm
ACCESSORIES
Bars: Speedster by Paughco
Handlebar controls: Harley-Davidson
Fender: www.lrmcycles.com
Headlight: V-Twin
Taillight: mini LED
Speedo: Harley-Davidson side-mount
Pegs: Harley-Davidson
Foot controls: Harley-Davidson
Electrics: Harley-Davidson
Gas tank: Harley-Davidson
Oil tank: Harley-Davidson
Primary: Harley-Davidson V-rod belt
Seat: Builtwell
Mirrors: Harley-Davidson
Grips: vintage-style
FRONT END
Type: Springer
Extension: 2 inches under
Builder: Paughco
WHEELS
Hub: Renegade Raptor
Size: 23-inch
Tires: Avon
Brakes: Tokico
Photos: Don Rogers

James L. Terry
Huber Heights, Ohio
1972 H-D Sportster and 1999 Electra Glide

Our Reader's Rides this month are two bikes owned by the same guy! This is a two-fer that we don't mind doing at all because, for one thing, these two bikes are pretty cool and, for a second thing, Jim, their owner, has a garage full of naked women.

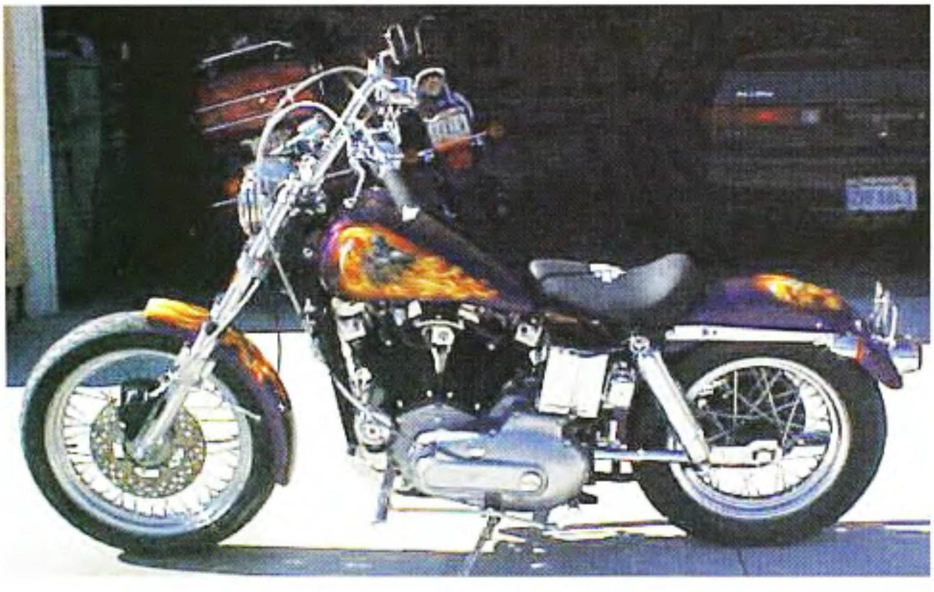
The Sportster, in particular is a bike we like because it has won several trophies, two of them at our very own Easyriders Bike Shows (in San Diego and Knoxville).

To enter the Sporty, Jim knew he had to give it that little extra that we like. He had the engine completely rebuilt with a performance cam and new pistons and rings, for instance. He also installed a new S&S carb and new rear shocks, and he had the frame and jugs powder-coated with only 18 miles on the rebuilt engine. He had the sheet metal custom painted and new chrome put on everything. "Now the bike weighs about 400 pounds and has about 70 horses," he says proudly.

The Electra Glide may not look so different from what you might see out on the road, but you'd have to take a closer look at the paint job to appreciate its true beauty. "It was painted by Rock-n-Roll Custom Paint Works in Orange County, California."

Consequently, Jim calls the bike "Girls on Board." I just want to know what the girls on his bike talk about to the girls in his garage when the bikes are parked there. *—Tripper*

Photos: Owner



Comin'AtYa

The May issue of *Easyriders* (No. 491) takes you to the Easyriders Sacramento Bike Show to check out some of California's coolest customs. As we head into riding weather, take a look at our spring and summer Roadware collection. Plus, we've scoured the country to find the sexiest biker babes for our Girls of Summer Special.

Bike features will include a wicked ride from Lefty Bros., a rad little Buell by Tim Zemaitis, a crazy long bike by Cameltoe Choppers, a tempting trike by Capone's, and a sleek sled by Jim Nasi. All this plus the chance to win a new motorcycle in our Sweepstakes, another classic David Mann center pread, near naked Harley honeys, sick jokes, and everything a biker needs to keep the rubber side down is a throttle twist away in the May *Easyriders*! *On sale April 8*

The sensational May issue of *V-Twin* (No. 157) is the "G-Rated" version of *Easyriders* and there is nothin' in it that you can't show your dear ol' mum. It includes extra tech tips, and of course, no nudity.

On sale April 8

This gut-grabbin' issue of *In The Wind* (No. 157) is roaring in with full-tilt coverage of last year's rockin' Easyriders Rodeo Tour. Journey down to Florida's Biktoberfest, Take a patriotic Ride to the Flags and and of course all the wild pics of partyin' brothers and sisters out the in the wind!

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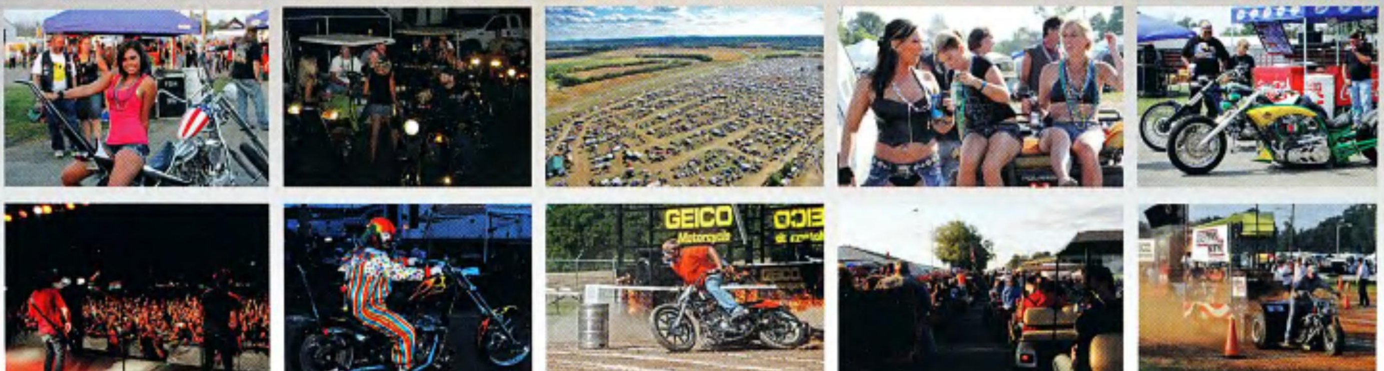

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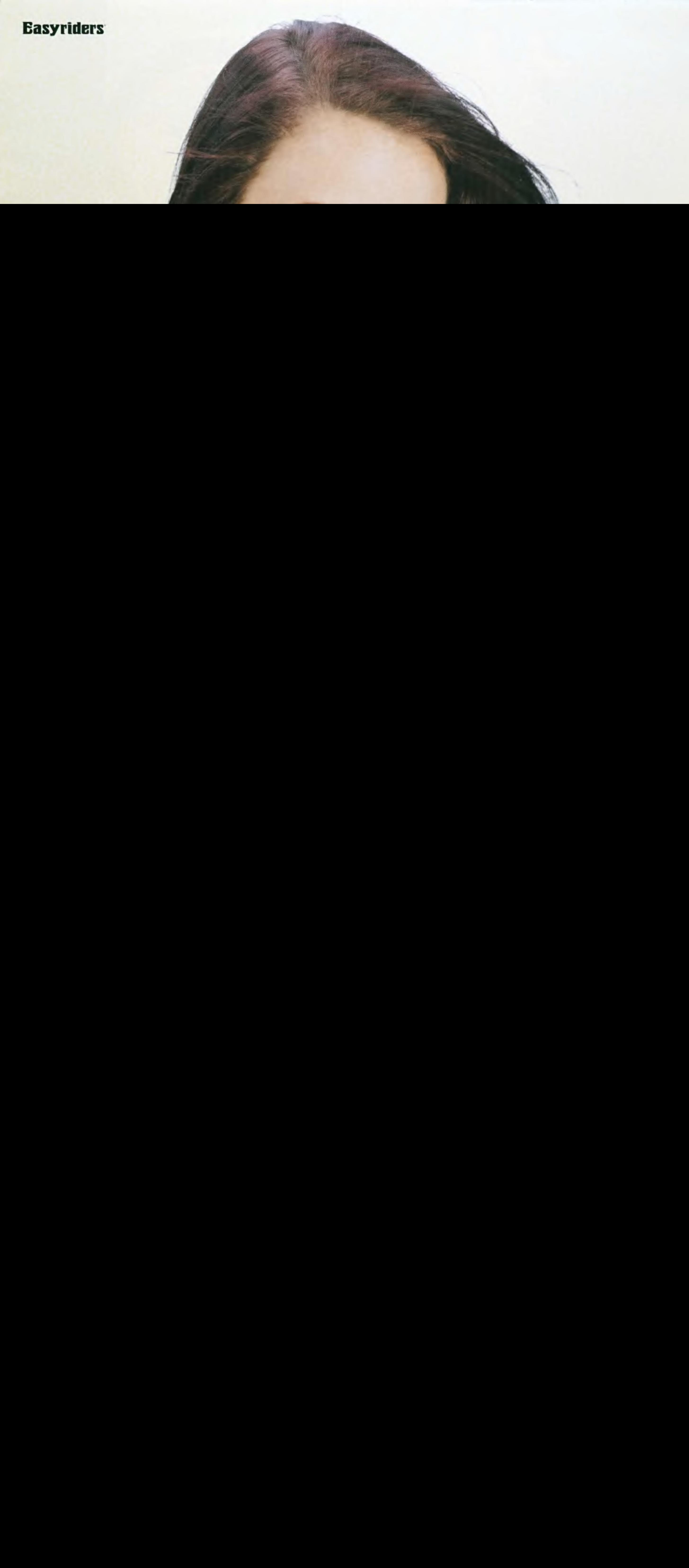
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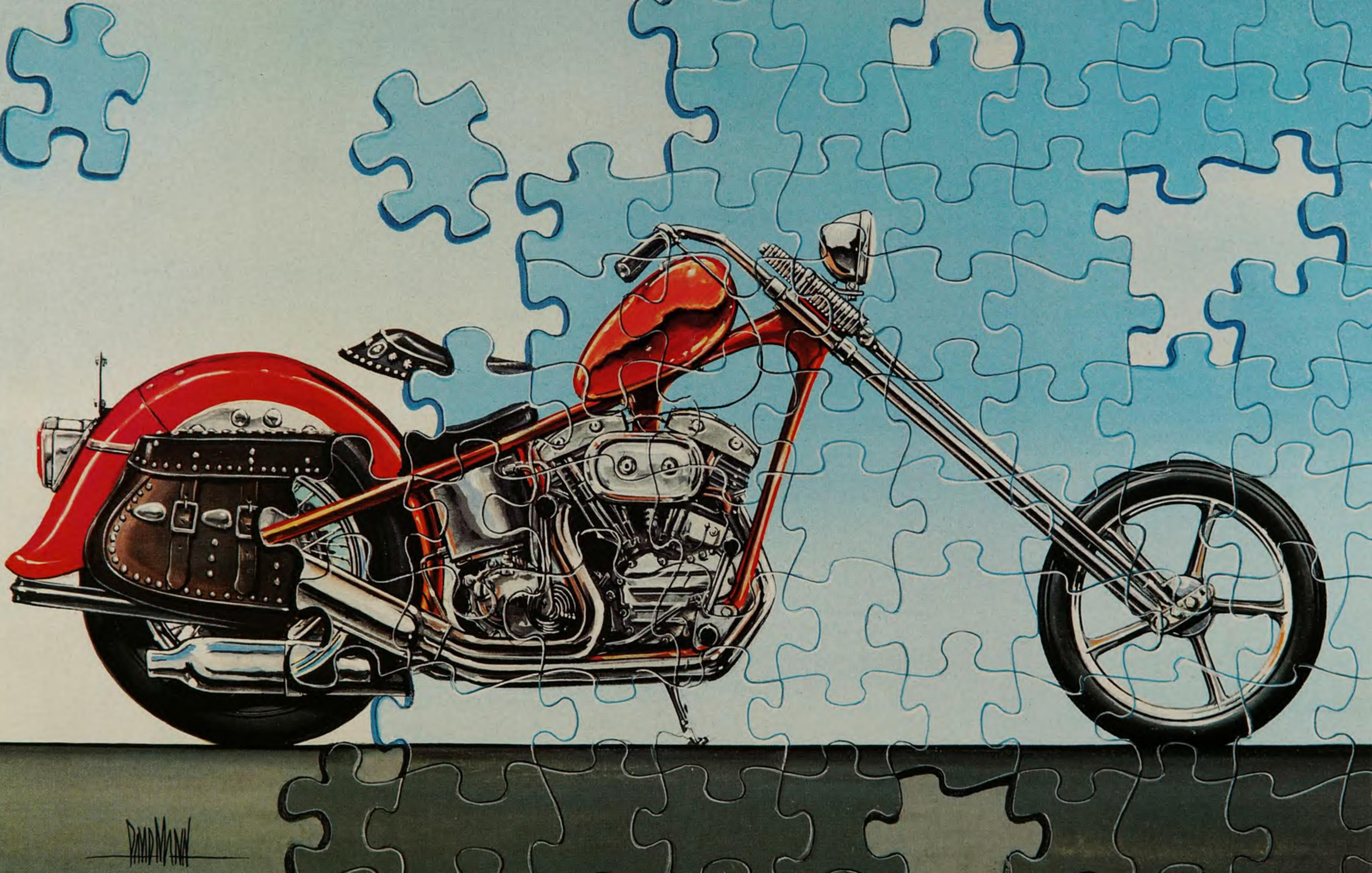
Robert Pownall/2013 Lefty Bros. Custom El Gringo

Danny Toole/Steve Carr 2007 883 Trackster

 Big Red by David Mann first appeared in the May 1979 issue of *Easyriders.*